

small air forces observer

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September 1994

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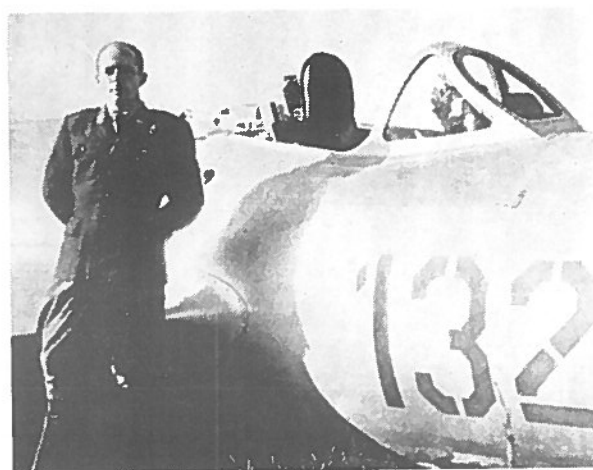
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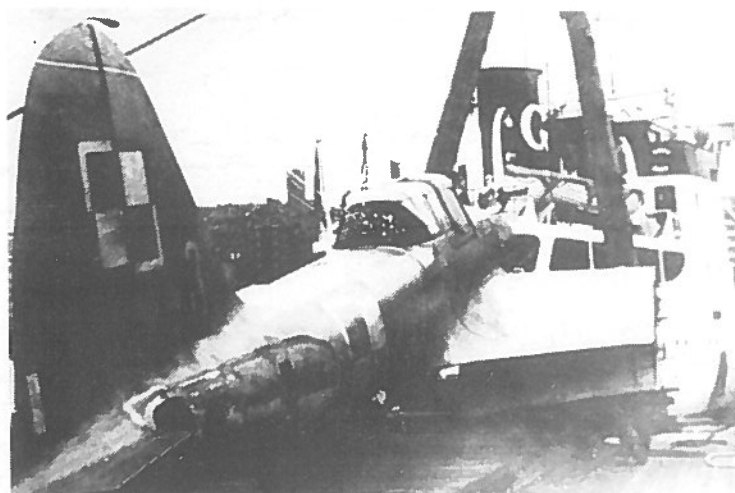
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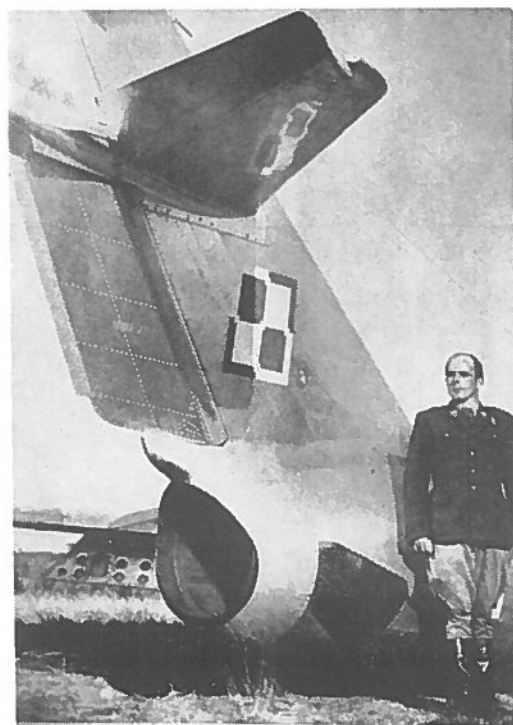
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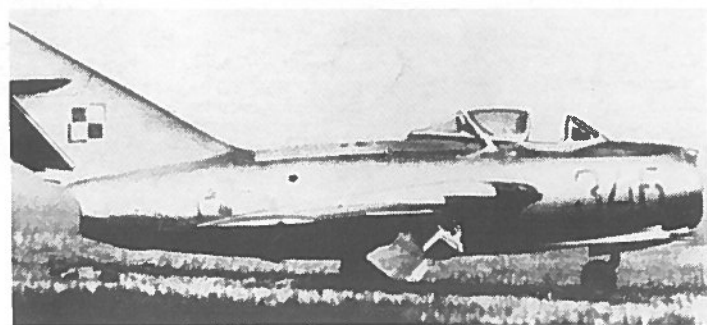
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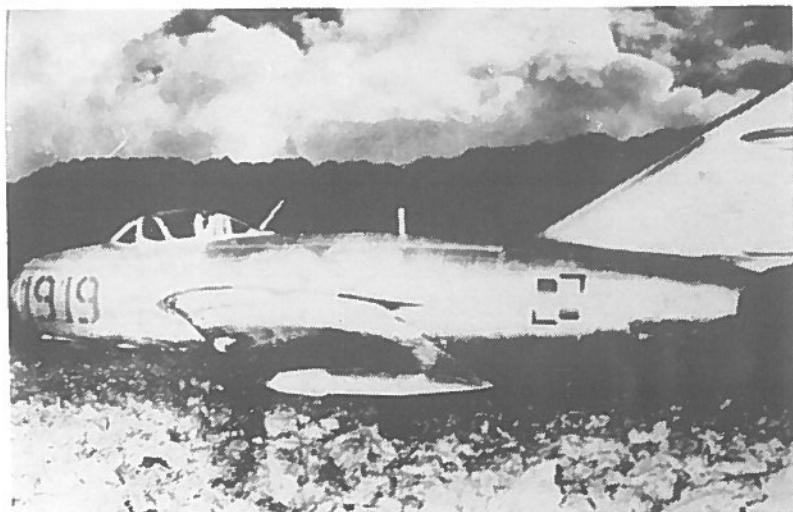


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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is

identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$10.00 for 4 issues per year in the USA and elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$20.00 and any surplus will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

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COVER COMMENTS: The Nieuport 24C1bis in which Wacław Iwaszkiewicz landed on a Polish airfield on 1 May 1920. This is probably the first case in which a Polish pilot flew to freedom from Soviet tyranny. The story of other such flights from the time of WWI up to the end of the Cold War begins on page 75.

IN MEMORIAM

It is with regret that I report the passing away of SAFCH member Wally W. Arlauskas. Wally was a charter member of the Small Air Forces Clearing House (SAFCH #19) and was an enthusiastic supporter of our goals. He had a special affection for his native Lithuanian aviation and it is sad that he died without receiving the kits of the Lituania which were on back order for him.

In honor of Wally's memory, I propose that the money left in his SAFCH account (\$39.00) be used to provide SAFO sponsorship for Lithuanian members. If you have correspondents living in Lithuania who would like to receive the SAFO, please let me know. Say hello to Darius and Girenas for us Wally.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"For Sale. Photos, original slides, & duplicate slides; also posters & prints of Kuwait Air Force and other Middle-East aircraft (military and civil, old and new). Photos of Kuwait Airport with all the destruction after the Gulf War. Send for list." A. Moitie, c/o Hendriks, H.M.A. Koeweit, Postbus 20061, 2500 EB Den Haag, The Netherlands. [Editor's note: Since I can not get any more copies of the booklet "The Kuwaiti Air Force", I have taken this off "back order" for those members who ordered in from the SAFCH Sales Service and I have credited the money sent to their general SAFCH account. I don't know if Mr. Moitie has any of these.]

"Pen friends wanted! I have a collection of 1,000 plans, in 1/72 and 1/48 scale, mainly of military aircraft of the world from 1900-1994 with preferences for (ex) Communist Russian, Chinese, Korean, WWI and German WW2, especially experimental and jets - also paper kits of aircraft from E. Germany, Russia, Bulgaria, Romania, and Poland. If

you have similar interests, please write to me." Richard Noakes (SAFCH #1302), Wembley, Perth 6014, Western Australia, Australia.

"I am looking for the BLUR RIDER Estonian decals (BR207). Also, the vacuform kit of the Lituania. Can anyone help?" Masahiro Ohno (SAFCH #1006), Kawasaki Kitamikakinooryou 820, 4-1 Soharamikakinochou, 3-Chome, Kakamigahara-shi, Gifu-Ken, 405 Japan.

"I am looking for the following items: (1) Issue #48 of the 'Illustrated Encyclopedia of Aircraft'. This was a weekly series of which I have 215 of the 216 total parts. A photocopy is acceptable (for which I will pay, of course) if the color illustrations are copied in color. (2) 'Regia Aeronautica: Balcani e Fronte Orientali' published by Intergest. (3) 'Regia Aeronautica: Colori e Insegne', published by Intergest. (4) 'Regia Aeronautica: Il Settore Mediterraneo', published by Intergest. (5) 'Regia

Aeronautica: Africa Settentrionale ed Orientale', published by Intergest. (6) 'Regia Aeronautica: L'Aeronautica Nazionale Repubblicana - L'aeronautica Cobelligerante', published by Intergest. (7) 'L'aviazione da Caccia Italiana 1918-1939, Volume 2: Tecnica, Stemmii, Esportazioni', published by Editrice Aeronautica Italiana s.r.l. (8) 'L'Aviazione da Bombardamento 1918-1939', published by Editrice Aeronautica Italiana s.r.l. (9) 'L'Aviazione Italiana in Africa 1918-1939', published by Editrice Aeronautica Italiana s.r.l. (10) 'La Ricognizione 1918-1939', published by Editrice Aeronautica Italiana s.r.l. (11) 'Velivoli da Record, Speciale e Dirigibili 1918-1939', published by Editrice Aeronautica Italiana s.r.l.

"If anyone knows of some outlets for used books that might have these items, please let me know. I've already tried ABT books in Ohio and Tuttosoria in Parma, Italy."

Tom Hodson (SAFCH #812), 840 Park Rd., Morris Plains, NJ 07950-2846, USA.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2/94 (32 pages) "Iranian Turbo Porter" 2 pages including 1/72-scale drawing. "Russian Hurricane" 1/2-page drawing of 2-seater. "F4U Corsair Kits: Part 2" 4 pages reviews of the large-scale kits and after-market accessories. "Iberian Armoured War; Part 10 - The M28 Armoured Car" one page including a 1/76-scale drawing. "DC-4 Down Under" 4 pages including one photo, tables, and 6 side-view drawings of a/c in Qantas markings. "RAAF 77 Sqn & F/A-18s circa 1990" 4 pages including 8 photos. "Dornier Do 217A" 2 pages including conversion information and 2 side-view drawings. "Swords into Ploughshares: The CAC Ceres" 2 pages on converting the Wirraway into an agricultural a/c including 1/72-scale 3-view drawings. [Editor's note: An exciting project, but there's no information on color schemes.] "Winter LF1 Zaunkoenig" 3 pages on scratch building this unusual German low-speed experimental a/c. Photo: ex-NEIAF Lodestar 'VHCAB' in USAF insignia.

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$30.00 air mail).

10/4 (32 pages) "Me 109F Freidrich Part 2: Reece Variants" 5 pages including 11 side-view drawings. "Hi-Kit 1/48 Vacuform MiG-3" a 2-page kit review. "3 Sqn RAAF in WWII: The Early Years" 9 pages including 18 photos and 10 side-view drawings (Gauntlet, Gladiator, Lysander, & Hurricane). "RAAF Pilots in RAF Sqns: Part 2" 4 pages including 4 side-view drawings (Hurricane). "Me 109F Freidrich Aces of JG77" 3 pages including 9 side-view drawings.

11/1 (28 pages) "Chilean Connections" one page with side-view drawings of Super Puma and Sikorsky S.55T. "Uruguay Bell 212" one page with 3-view drawing. "For Whom the Bells Toll" 10 pages (including centerfold) including 8 side-view drawings of Australian civil Bell 206s. "Frigid Rotors" one-page drawing of Antarctic Hughes 500. "Anzac Hueys over the Sinai" 5 pages including 4 side-view drawings. "Fineline Decals" 2 pages of drawings of UN & RAF Rescue Sea Kings. "Mil Mi-8 & Mi-17" 2 pages with 8 side-view drawings (Czech & Soviet).

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldgasse 18/2/14, A-1160, Wien. Write for free sample.)

2/94 (32 pages) "Meindl/van Nes A.VII - Weber A.VII Ethiopia I" 7 pages including 5 photos, 4 side-view drawings, and a small 3-view drawing; note: if my Germany doesn't deceive me, 2 of these photos are of the a/c in Ethiopian markings, but not much can be made out.] "Der Buffel Junkers A 35" 2 pages including 2 photos. "Bell 47G-2" 3 pages including 3 photos and one 1/72-scale, 3-view drawing of a/c in Austrian markings. "Besuch aus Litauch" one page including 2 photos of a beautiful Lithuanian Anbo 4 visiting Vienna. "Viscount OELAG" 2 pages including 2 photo and table of a/c history. Photo: Slovak Hind.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$10.00, but they prefer kits or accessories.

Send to Antonio Pereira Linhares at the above address.)

1/94 (20 pages) "Potez 25" 5 pages including 2 pages of Spanish text on Paraguayan and Brazilian Potez 25 (with short English summary), 2 pages of scale drawings of French & Polish a/c, and 3-view drawings of Brazilian TOE.

CHILE

MODELOGRAMA (IPMS-Chile, Casilla 2174, Santiago.)

#9 (24 pages) "Aviones del Golfo: MiG-29" 3 pages including side-view drawings (Soviet, East German, & Iraq). "Top Gun" 3 pages with color patterns for "Snake", "Lizard", & "Patches" F-5s. "Pillan" 3 pages including 2 photos (Chile & Spain) and full-page 3-view drawing.

CZECH REPUBLIC

ZLINEK (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English.

#6 (32 pages) "Eyes of Military Aircraft" 4 pages on a/c with "eyes" to prevent bird-strikes including 6 photos and 6 color side-view drawings (Russian Su-24M, Su-17M, L-39, Su-25UBK, MiG-23MF, and Polish TS-11). "Avia S-199" 12 pages including 11 b&w photos, 3 color photos of cockpit interior, color cover painting, color 5-view drawing of B-7542, color side-view drawings of GY-34, IF-01, EX-48, and Israeli 120."T", and 2 pages of 1/72-scale drawings. "Sukhoi Su-17M Fitter C" 12 pages including 3 color photos of Polish a/c, 4 b&w photos, 5 color photos of German 98+61, color 3-view (port-, starboard-, & plan views) of two Russian a/c, and 5 pages of scale drawings and sketches of armament and interior. "Our Readers Present their Works" one page with two color side-view drawings (Typhoon & Zero).

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegts Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.

#64 (30 pages) "C-54 i Flyvevabnet" 7 pages including 3 photos and 1/72-scale drawings of a/c in RDAF markings. "Messerschmitt Bf-109 i Det Schweiziske Luftvaben, Del 1" 4 pages including 5 drawings of color schemes for Swiss 109s.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

2/94 (32 pages) "The Battle of Britain - Modelling the Aircraft Involved: Part 2" The Bristol Beaufighter Mk 1" 2 pages including 2 photos of models and a page of sketches. "Finnish Fiat" 2 pages including 4 photos of models. "Tiger Phantom" 4 pages including 4 photos and 2 pages of drawings on Tiger-scheme Phantom. "Humphrey the Hero" 2 pages on the story of the RAN Wessex that rescued the Royal Marines from the Fortuna Glacier on South Georgia Island during the Falklands campaign including side-view drawing. "Israeli Air Force F-16D(I) Fighting Falcon" 3 pages including 5 photos of model. "Macchi MB-326 - Down Under (Part Two)" 4 pages on modelling RAAF aircraft from the Aeroclub kit including 5 photos.

D Day 50th Anniversary Special (48 pages) "Invasion Stripes" 5 pages including drawings for Spitfire, Tempest, Thunderbolt, Mosquito, Boston, Mitchell, Marauder, Dakota, Sterling, & Horsa. "Typhoon" 7 pages including photos and scale drawings. "Aircraft of the Second Tactical Airforce in 1944" 8 pages including photos (Boston, Wellington, Tempest, Typhoon, Seafire, Spitfire, Mustang, Mitchell, & Mosquito) and drawings (Boston & Wellington). "D-Day Seafire" 3 pages including 2 photos and scale drawings. "Corrections" 3-view drawing of Dewoitine D-371 & correction for Airfix Fiat G-50.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £ 18.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

#38 (32 pages) "Dragon Hawk" a one-page side-view drawing of a RAF Hawk Mk.I with a dragon painted all down the side of the a/c. "Humpback Up Close" 2 pages with 6 photos of Czech Su-22 (with FS595 color equivalents). "Scratch Planning the Short Type 184" 3 pages including 2 pages of 1/72-scale drawings. "Miles M.39B Libellula" 2 pages of scale drawings of unique tandem-wing, twin-engine a/c. "MiG-15bis" one page of 1/144-scale drawings (Why?). The usual kit reviews (31 of them), decal reviews, book reviews, etc. [Blue Rider is advertising decals for the South African SE5a, Bosnian Presidency Air Force 1993, & Slovak Air Force 1993 (White Albatross aerobatic team).]

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Each issue 76p UK, 1.10p Europe, 1.70p USA/Can, 1.90p Far East.)

#14 June '94 (25 pages) "Swedish Air Force Base" 5 pages on building a diorama of a RSwAF roadside base with details down to the dimensions and color of the "Moose Crossing" sign. "Review of the 1/72 Scale Marivox SAAB 105/SK 60" 3 pages including 5-view drawing of a camouflaged Swedish a/c. "Sweden's Dutchman - A Review of the Daedalus Vac Formed 1/72 Scale Fokker F.VIII Tp 10" 2 pages including side-view drawing of the military a/c and side- and plan-view drawing of the civil SE-AEB. "Low Quality Fighter: A Review of the Esoteric 1/72 Scale Resin Nieuport 29 J2 Fighter" 2 pages including 4 side-view drawings of Swedish a/c. "Caproni Tp 16A" 1/2-page on converting the Ca-313 including a side-view drawing. "The Douglas AS-4W Skyraider in Swedish Service" 7 pages including 3 pages of scale drawings and sketches.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#100 2/94 (16 pages) Nothing of small-air-force interest.

#101 3/94 (20 pages) "Junker F13" 13 pages including 16 photos (Soviet and Finnish) and a 2-page 1/72-scale drawings of 'K-SABL' on skis and on floats.

SUOMEN ILMAILUHISTORIALLINEN LEIITI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$25, elsewhere \$30; payment by Interna-

tional Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes an English summary.

1/1994 (16 pages) "Hurricane: Soviet Fighters in Finland" 10 pages including 6 photos, 2 maps, and 4 pages of drawings. "Finnish Fuel Truck" one page with photo and scale drawing. "Finnish Fokker D-21" 3 pages including 5 photos (one of a Fokker C.X target tug) and scale drawing of 'FR-140'. Photo: Finnish Bf 109 G-2 'MT-207' with roundel insignia. 2/1994 (16 pages) "Photo Album" one page with 4 photos of FAF a/c from 1946 (CU-502, PE-211, LY-115, FA-18). "The Fighter Bomber Flight at Petsamo" 6 pages including 6 photos of Luftwaffe FW-190. "The New Squadron Emblems of LeR 3 during Summer 1944" one page including 3 drawings of insignia and one side-view drawing of a Bf 109 G-6. "Acrobatics in Finland 75 Years" 3 pages including 8 photos. "The Long Range Aviation of the Soviet Air Force" 3 pages. "Junkers Ju 88 A-4" one page with 3 side-view drawings.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France). [Editor's note: It's great to see SAFCH members being published in Avions, e.g. the issues abstracted below have articles by SAFCH members Patrick Laureau, D.Y. Louie, and R.D. Layman. Perhaps these author might want to submit their articles for publishing the English-language version in SAFO. I'm sure SAFO-member Michael Ledet of Avion would give all such proposals a sympathetic ear.]

#15 May 1994 (52 pages) "Les Hispano Aviacion HA-200 et HA-220 Saeta et Supersaeta: 1ere partie" 6 pages including 8 color photos and 12 b&w photos (3 of Egyptian a/c). "Histoire de l'Aviation Chilienne: 3eme partie" 6 pages including 15 photos (B-26 Invader, Otter, Albatross, T-37B, F-80C, Hiller UH-12E, Let L-13 Blanik, Twin Otter, Beech 99A, & Hunter). "L'Aviation Navale Austro-Hongroise en 1915: Les Premiers Combats Contre l'Italie" 6 pages including 18 photos of A-H flying boats. "Bloch MB 210: 2eme partie" 10 pages including 10 photos, 4 pages of 1/72-scale drawings, cover painting (Romanian a/c), and 2 color side-view drawings. "Les Premiers Chasseurs de la LA-KNIL" 8 pages including 25 photos of a/c in the East Indies (Fokker D-VII, Hawk I, Fokker D-XVII, Fokker C-V, & Fokker D-XXI). "Le Polikarpov I-5" 8 pages including 9 photos, a 2-page cutaway diagram, 2 pages of 1/72-scale drawings of many variants, and 3 color side-view drawings. "Maquetisme" "Le Junkers Ju-88 G-6" 4 pages including 12 color photos of model.

#16 June 1994 (52 pages) "Histoire de l'Aviation Chilienne: 4eme partie" 5 pages including 16 color photos (F-5E, Piper PA-28, Mirage 50DC, Bell UH-1H, C-130H, Boeing 707, Pitts S-2A & S-2S, T-36 Halcones, Canberra, T-35 Pillan, Extra 300, Bo.105, F-5F, & BK.117) and a table listing all Chilean military a/c since 1913. "Le Heinkel He 60: 1ere partie" 11 pages including 24 photos of Luftwaffe a/c; 2 color side-view drawings of Spanish a/c; color cover painting; and a 2-page, 4-view, 1/72-scale drawing. "Un As Chinois: Liu Chi-Sun" 4 pages including 10 photos (I-16, Fleet 5, Hawk II, Hawk III, & I-152). "Le Bloch MB 210: 3eme partie" 8 pages including 20 photos, 2-page cutaway drawing, and 2 color side-view drawings. "L'Aviation Embarquee Russe dans la Mer Noire: 1913-1917" 6 pages including 16 photos (various

Curtiss hydroplanes and Gigorovich M-5 & M-9). "Les Hispano Aviacion HA-200 et HA-220 Saeta et Supersaeta: 2eme partie" 7 pages including 13 color photos; 4 b&w photos; and a 2-page, 1/72-scale, 6-view drawing. "Maquette: Le Supermarine Stranraer" 3 pages including 10 color photos of the model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

3-94 (40 pages) Nothing of small-air-force interest.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; one year 50,000 Italian Lira in Europe or US \$50.00 overseas).

1/94 (32 pages) "Savoia Marchetti SM.81 'Saturna'" 3 pages with 2-pages of scale drawings for a/c carrying magnetic-mine sweeping ring. "Aermacchi MB.339" a 7-page kit review with 15 photos of the full-scale a/c.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

4/94 (98 pages) Color photos: Italian Harrier '1-03'; Russian An-2 'RA-17778'; and Belgian A-109. "Fighting Falcon con la Mezzaluna" 6 pages including 8 color photos of Pakistan F-16. "Comete Tricolori" 6 pages including 7 photos and one color side-view drawings of Me-163 in Italian markings. [Editor's note: This is a well-done April Fool's joke. It was great fun, but I'm afraid that it will become another one of those myths that become "fact" by repetition.]

5/94 (98 pages) Color photos: Russian Tu-134 'RA-65911'; four Czech L.410 OK-UDS, -WDG, -SYI, & -WDC; UN Pakistan Bell 212 'PK-HCK' in Somalia. "Pantera" 4 pages including 7 color photos of Chilean Mirage 50. "Linee Aeree nei Baltici" 4 pages including 7 color photos (Latvian Yak-40 'LY-AAD' & 'CCCP-88187'; Estonian Tu-154 'CCCP-85741'; Lithuanian An-26 'YL-RAB' & TU-154M 'RA-85712'). "La Saga dei Fairchild" 6 pages including 14 photos and tables of Italian registered Taylorcraft and Fairchild 24. [Editor's note: Unfortunately, there is no English summary of this interesting article.]

5/94 (98 pages) Color photos: Latvia Tu-154M 'LY-LAI'; Guardia di Finanza AB.412 'GFo203'; Ghana MB.339 & MB.326K; Czech LET.410 'OK-DDW'; Saudi Arabia Do.228 'HZ-SG1'; Hungary MiG-29 '09' & Yak-52 '04'; Spanish P-3A '22-24'; Philippine SF.206TP '29-01' & S.211 '805'; and Iran C-130 'S-8521'. "FIDAE '94" 8 pages including 14 color photos (Peru Mirage 2000 & Chile Bell 230). "Il Trasporto Militare di Mosca" 7 pages including 10 color photos (An-12, Il-76, Li-2, An-22, An-124, & An-70T).

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, Fonteinkruid 5, 3137 WL Vlaardingen.)

2/93 (32 pages) "General Dynamics F-16 Fighting Falcon" 19 pages including 21 photos, 22 side-view drawings, and numerous plan-view drawings and drawings of tail decorations of Dutch F-16. "B-29 Superfortress: deel 2" 9 pages including 11 photos and 3 pages of sketches of details.

1/94 (28 pages) "De PBY Catalina bij de Marine Luchtvaart-Dienst" 16 pages including 11 photos and 14 side-view drawings (with top and bottom views as required) of Dutch PBYs with 3 types of insignia (triangles, flags, and roundels). "Flying Nightmares" 4 pages including 5 photos and 4 side-view drawings of USMC PBJs.

PARAGUAY

MODELO TERAPIA (Antonio Luis Sapienza, PO Box 2721, Asuncion, Paraguay. US \$2.00 per issue).

1/7 May '94 (6 pages) "Maquetas Paraguayas: El N.A. T-6 Naval" 2 pages including 2-view (port & split plan view) drawings of two a/c. "Maqueta del Mes: Republic P-47D Fuerza Aerea Ecuatoriana" 2 pages including 3-view drawing.

1/8 June '94 (6 pages) "Maquetas Paraguayas: El Curtiss C-46" 2 pages including 5 side-view drawings of civil Commandos. "Maqueta del Mes: El A-37B Uruguay" 2 pages including 3 side- and one plan-view drawings.

1/9 July '94 (7 pages) "Maquetas Paraguayas: El CASA C-212" 2 pages including a 3-view drawing. "Maqueta del Mes: El Vultee BT-13 en Ecuador" 2 pages including 3-view drawing. [Editor's note: Watch for the PM Turkey 1/72-scale, injection-molded kit of the Vibrator with decals for 6 Latin American countries.]

2/1 August '94 (5 pages) "Maquetas Paraguayas: Bell 47 Sioux" 2 pages including 5 side-view drawings. "A Forgotten Ace" one including 3-view drawing of Bulgarian Bf-109.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

#145 (146 pages) "Israel Ludow" 9 pages including 16 photos and one drawing of his man-carrying kites. "Pigeon-Fraser Scout" 13 pages including 26 photos and 2 pages of drawings. "Sikorsky S-16" 4 pages including 2 photos. "Albatros H-1" 4 pages including 9 photos. "Wallfisch" 6 pages including 4 photos and 3 pages of drawings. "Design Genealogy Fokker D.VI" 5 pages of drawings.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas).

#31 (84 pages) "Ford Small Experimental Aircraft 1927-1936" 7 pages including 6 photos. "Tijuana Aircraft Factory" 9 pages including 18 photos. "Fokker Views" 12 pages including 11 photos. "Famous Fokkers of the Twenties" 2 pages with 5 side-view drawings. "Vance Flying Wing" 3 pages including 4 photos and a small 3-view drawing. "Skyway Gallery" 5 pages with 19 photos. "Boeing Y1B-9A" 10 pages including 10 photos of interior. "Bellanca 28-92" 6 pages including 3 photos and 3 pages of 3-view drawings. "De Havilland DH-71 Tiger Moth" 4 pages including 8 photos. "Japanese Imports Addenda" 3 pages including 5 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

#87 (16 pages) "Miles M.20" one-page kit review of the 1/72 case-resin kit by Magna Models. "Hannover CL 111a" 6 pages on building the 1/48-scale vacuform kit by Koster including lots of good hints. "Lockheed L-155" one page on scratch-building this design that never left the drawing board. "Aircraft of the Aces: Yuki Yoshi Wakamatsu's Ki-44 Tojo" one page including side-view drawing.

SPITFIRES OVER ISRAEL, Brian Cull, Shlomo Aloni, and David Nicolle. Grub Street, London 1994, 360 pages, 200 photos.

This book is dedicated to the first Arab-Israeli air war in 1948/49, a subject rarely studied by historians who generally prefer to focus their interest on the other more famous Middle-East air wars, such as those of 1956, the Six Days War, or the Yom Kippur War. The authors initially describe early military and civilian aviation in the area since the early part of the century, notably the operations of the Turkish and German air units during WWI. The Second World War is also described in detail; most notably the role played by the Iraqi and Egyptian Air Forces.

Nevertheless, the book is mainly dedicated to the combat pitting the newly created Israel State against its Arabs neighbors. The activity of the RAF is also described in details, as well as new information about the early days of the Israeli Air Force. One of the Israeli author (Shlomo Aloni) has come across newly released archives which described in detail the organization, strength, and missions of the Jewish Air Force. Several former foreign volunteers who served in the Israeli Air Force were also interviewed. But the most interesting part of the book is the Arab point of view with much new information concerning the operations of the Arab Air Forces. Very interesting photos illustrated the book, including Israeli Mustang, Spitfire LF9, Auster, a Piper Cub with bomb racks, Syrian T6, Iraqi Hawker Fury, and Egyptian Spitfire LF9, Spitfire 5, Fiat G55, and Macchi MC205. Albert Grandolini (SAFCH #1313), 45 Ave de la Commune de Paris, 95140 Garges les Gonesse, France.

FIZAYA: Psyche of the Pakistan Air Force, Pushpinder Singh, Ravirikhya, and Peter Steineman. The Society for Aerospace Studies, New Delhi, 1991. 207 pages, over 200 photos.

This book, published nearly three years ago, is an interesting Indian point of view of the opponent Pakistan Air Force. The first part consists of an historical record, with a particular comparative study, according to newly released Indian sources, of the 1965 and 1971 wars. Otherwise, the book proceeded with an in depth analysis of the PAF in the early 1990s decade, within the local geopolitical scene. It come over the organization of the service, its employ doctrine, and its possible role in case of a conflict renewal with India. The authors, in fact, reviewed various threats the PAF may face in the future and several war games models constructed to analyses its performance, in the light of its training, manpower, equipment, and logistical support. Its possible opponents, the Indian and Afghan Air Forces are also reviewed.

The only noteworthy shortcoming of the book is the fact that the authors never approached the very sensible nuclear weapon subject and the role given to the PAF as well as to the Indian Air Force to deliver it. It seems now that, in all probability, India fields an atomic arsenal and that Pakistan is also on the verge to acquire it.

Albert Grandolini (SAFCH #1313), 45 Ave de la Commune de Paris, 95140 Garges les Gonesse, France.

WAR IN LAOS, Kenneth L. Conboy. Squadron Signal Publications, Carrollton, 1994, 64 pages.

My friend Ken Conboy has devoted these last several years in the study of the military history in Asia in general and in Laos in particular. He has

already published a book on the same subject with the British Osprey publisher, in the "Men at Arms" Series. He produce here with the popular Squadron Signal publisher a new study on the war in Laos in the cadre of the "Vietnam Studies Group", with much new information not yet published as well as many rare photographs. In fact, very few things are published on the fascinating history of the "secret war" in Laos where the local Pathet Lao Communist forces, supported by the North Vietnamese, were opposed to the Royal Government aided secretly by the CIA. The book records most of the main military stages of the conflict. For aviation enthusiasts, it contains many photos of CIA aircraft including AT11, B26, C46, C47, EC47, Do28, DHC4, DHC6, Beech Baron, C130, Scottish Aviation Twin Pioneer, Pilatus PC6, Bell UH1B, Bell UH1H, UH34, Sikorsky S58T, CH47, Hughes 500D, FairchildHiller FH1100, and CH54. Other photos cover the aircraft used by the Royal Lao Air Force: Morane Saulnier MS500, C47, AC47, T6G, T28D, Cessna U17, UH34, and C123K. Rare photos of Thai mercenary-flown T28s and Bell UH1Ms are also presented as well as secret USAF "Raven" forward-air-controller Cessna 01. The author will publish soon another more detailed and more scholarly book on this subject.

Albert Grandolini (SAFCH #1313), 45 Ave de la Commune de Paris, 95140 Garges les Gonesse, France.

MESSERSCHMITT Me-109. Facsimile of a service booklet produced in Yugoslavia in 1940. 112 pages 20 cm by 28 cm. Text in Serbian, illustrated. When I received this book from a member in Croatia, I was so fooled by the quality of the paper and the 1940 date that I thought this was an original pre-WWII printing that would have to sell for a kings ransom. However, an exchange of correspondence with our Croatian friend revealed that this was a reproduction.

Although the text is entirely in the Cyrillic script of the Serbian language, construction and system diagrams make up more than half the pages. Therefore, the non-Serbian reader will find a feast of information on these pages. SKYWAYS recently reprinted a translation of an analysis of a 109 written during the Spanish Civil War. This article received rave responses from readers. As good as that article was, I personally think that this book is much more informative.

If you are reconstructing a 109, or if you are just trying to become the world's expert on the 109, this book is a must. It is also highly recommended to all run-of-the-mill 109 fanatics. One copy is available from the SAFCH for the best offer received before 1 January 1995. Do not send money with you bid.

ENCYKLOPEDIA LOTNICTWA WOJSKOWEGO I. Mundury Lotnicze (Encyclopedia of World Air Forces Vol. 1 Air Force Uniforms), A. Galazka. Wydawnictwa Bellona Warsaw 1993. 88 pages, Polish text with English captions. Hardbound. £8.95 from Books International, 69B Lynchford Rd., Farnborough, Hampshire GU14 6EJ England.

The first in a series of books covering air-force uniforms, the major strength of this book is the wealth of illustrations. Included are 39 color full-figure drawings, 169 color insignia, and 32 line drawings showing insignia placement. Volume 1 contains uniform information for the following nations: Great Britain, Belgium, Denmark, the

Netherlands, and Norway. A majority of the information is on the RAF, with 28 pages devoted to uniforms from the days of the RFC to the present day. The other nations are covered in about ten pages each. An interesting fact is the amount of influence the RAF had on the post-WWII uniforms of the other nations. (Not surprising considering the number of foreign volunteers in the RAF during the war.)

If the rest of this series maintains the standards of the first book, this set will be an invaluable source of information on world air force uniforms.

Dan Bennett (SAFCH #1343), 1110 Stull St., Sun Prairie, WI 53590, USA.

LA BATAILLE AERIENNE DE NORMANDIE: Juin/Aout 44, Yves Buffetaut. Hors Serie No. 2; AVIONS, 39 Rue A. Briand, 62200 Boulogne/Mer, France. 125F plus postage.

AVIONS continues its outstanding series of Specials with a timely release commemorating the 50th anniversary of the invasion of Normandy. While the subject is not of direct interest to the enthusiast of the small air forces, the uniqueness of the photos and the overall high quality of the publication require that I bring it to the attention of our readers. This volume is similar in format to the first of the series (French Naval a/c) which was reviewed in SAFO #70. The text is again in French which, being more discursive than that in the Naval volume, is more impenetrable to those of us who are French-language "challenged". However, this is more than compensated by the multitude of photos of the highest-possible reproduction standard. Most of these photos are new to this reviewer and I particularly enjoyed the many photos showing a/c on forward landing stripes in Normandy. The photo of an RAF Mustang 'A-QV' being serviced next to a damaged church should send more than a few diorama builders scurrying to their work benches. The are 43 excellent color side-view drawings of Mustangs, Typhoons, Thunderbolts, Stinson L-5, Piper L-4H, Hellcats, Avengers, Halifax, Horsa, Stirling, Lightning, Spitfires, Dakotas, Marauders, Havocs, Mosquitos, Mitchell, and Black Widow; all carrying invasion stripes.

RED STAR: Fighters & Ground Attack, Wings #8, Hans Halberstadt. Specialty Press, 11481 Kost Dam Rd., North Branch, MN 55056, USA. Toll-Free Telephone Number: 1-800-895-4585. \$17.95 plus \$4.50 shipping and handling.

This eighth in the Wing series follows the now familiar format of soft cover, high-quality glossy paper, 96 pages, 7 1/2 inches by 10 inch, with approximately 90 color photos including air-to-air shots and detailed images of cockpits and weapons. The photos and text in this volume describe the author's visit to air bases in post-Soviet Russia. The text gives an evaluation of the quality of Russian aviation technology in general (very high) as well as the special attributes of the a/c covered in the separate chapters: MiG-25, MiG-29, MiG-31, Su-24, Su-25, Su-27, & Mi-24. The author was surprised by the Russian's willingness to allow photographs of 'fired up' instrument panels and 'combat ready' weapons.

The photos are of high quality and the color reproduction is good. You won't find any small-air-force color schemes here (everything carries a Red Star) and the 'full-aircraft' shots are more artistic than informative. However, this doesn't really matter; this book, as all others in the Wings Series, can

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FLIGHTS FROM TYRANNY

Aircraft used by Polish airmen to Escape Soviet Rule

Kris Choloniewski, Darek Karnas, Mariusz Konarski, Tomasz Kopanski, Pawel Przymusiala, Mariusz Zimny

"Poland never betrayed Europe! She felt herself responsible to the European Community of nations. She expected help from them, but was able to die for Europe also. After the terrible tragedy of WWII, a new one followed: the Yalta conference which might be defined as 'the destruction of Victory'. Poland and other Eastern European nations painfully felt the regulations of this conference. These nations never agreed to the ideology and totalitarianism forced upon them"

John Paul the 2nd

Introduction

In the 18th Century, as a result of partition of Poland by three great powers Poland disappeared from the map of Europe for twelve decades. The Nation suffered greatly under all three oppressors, but especially destructive was the large numbers of Poles who were deported by the Russians to Siberia. Very few of these Poles, or even their grand-children, were able to return home.

After 1919, when Poland regained her independence, life remained uncertain. Even winning "one of the most decisive Battles of the World" (the 'Miracle on the Vistula' when General Pilsudski defeated a numerically-superior Bolshevik army) did not make Poland safe from the treat in the East. The Munich Agreement and the Ribbentrop-Molotov Pact in the late 1930s allowed the outbreak of WWII.

The horrible price paid by Poland during this war, millions of lives lost and indescribable suffering of the survivors, is well known. However, this suffering was not to be rewarded. The decisions made at Tehran, Yalta, and Potsdam sealed the fates of Poland and the other Central European nations for over half a century. Poland's fate was a crypto-occupation established by the Soviets with the collaboration of imported and local communists and with the silent acceptance by the Western Powers.

One significant characteristic of the territories behind the "Iron Curtain" was the nearly-complete cessation of the flow of information from the West. This blockade was, from time to time, broken through by foreign-language broadcasts from BBC, Voice of America, and Radio Free Europe.

Beginning at the time of so called "liberation" by the Red Army and the Ludowe Wojsko Polskie (commanded by Soviet officers), the country was flooded with agents of the KGB hunting for individuals from the Polish underground army (Armia Krajowa - Home Army) who had fought against the Nazis. The key-people of the AK and other underground anti-Nazi administration, domestic representative of the Polish Government in Exile, and leaders of various political groups were invited to talks with the Red Army Command. They were perfidiously arrested and taken in Moscow for a show trial which resulted in severe punishments. Then, the Communists instituted a reign of terror, endorsed by falsified elections. Imprisonment and deportation again became frequent. The borders were closed; even the sand on beaches of the Baltic Sea was raked everyday to expose the footprints of escapees approaching the water by night.

Under such circumstances, with no possibility of official emigration, many people saw no other solution to their problems

than to prepare for the illegal crossing of the border. To do so by land was extremely dangerous, if not impossible, because of the multiple guarded borders between Poland and the West. To escape by sea to Scandinavia may look simple, but the Soviet Navy, the KGB, and submissive Polish units did not sleep. There were several cases of attempted escape by row boat and even raft, but these attempts were seldom successful. So, more and more people concluded that the only possible avenue of escape was by air.

Civilian air traffic was restricted to aeroclub training flights with the range proscribed by limiting the amount of fuel in the tanks. International air travel was limited to governmental visits via military transports. Even domestic flights by LOT were given only enough fuel for the scheduled route. Therefore, the hijacking of scheduled airliners, if possible at all, would be bootless.

Living under communist control was characterized by a lack of human rights, ubiquitous police spies, and pressure towards denationalization of people of non-Russian background. The behavior of the individual was tied to family and relatives in a form of collective responsibility. The fear of deportation to Siberia (significantly worse than local imprisonment) was not unfounded. Under such circumstances, any plans to escape could not be disclosed to any relative or other person. Knowledge of an escape plan

endangered not only the possible success of the plan, but exposed everyone remotely connected to imprisonment and even torture. Failure of an escape plan resulted in complete disaster for everyone including family members and children.

In the years 1946-55 and later on in the 60's, beside of many successful and unsuccessful escapes by air undertaken by individual civilians and military airmen, there were also attempts to use larger aircraft to take away whole families. (Until about the mid-fifties all the aircraft crashes, even of scheduled passenger airliners, were kept secret and nothing was published in the newspapers or broadcast on the radio.) Official records on all of these attempts were kept secret. Even today, those records which were not destroyed when the Communists fell from power are still unavailable for research.

Let us look as a couple of examples of Polish airmen who made successful escapes using military aircraft. We begin with an example going back to WWI.

Piotr Abakanowicz was one of the many Poles who received pilot training in the tsarist Russia during the First World War. As a result of the revolutionary movement in Russia, the Russian Army became, in mid-1917, leaderless and was unable to resist even the weakest advance of the German Army. In the resulting chaos, it was frequently possible for Poles serving in the Russian Army to withdraw either as individuals or in units organized around officers of Polish background. Independence-minded Polish soldiers organized a national unit called the I Korpus Polski (1st Polish Corps) under command of General Jozef Dowbor-Musnicki. Within this unit, aviation was represented by the Awiacja I-go Polskiego Korpusu (1st Polish Corps Aviation Group) which collected aircraft and supplies abandoned by the Russians to prevent them from falling into German hands. All

this took place in the Minsk-Bobrujsk area where the Poles were forced to operate between the Germans and the equally-hostile Bolsheviks. About March 1918, Captain Piotr Abakanowicz joined this unit with the rank of Lieutenant Colonel.

All these Polish units were short lived, being dispersed in June 1918 after several encounters with superior enemy forces. All aircraft were destroyed, some by means of allowing a pilot-less take-off. Some individuals were able to reach allied territory in the Murman area and to go on to join Polish units in France. Many other Polish soldiers, especially those with families starving in towns ruled by the communists, were forced to join Bolshevik units as the only possibility to survive.

This was the case of Piotr Abakanowicz. He decided, however, to terminate his service with the Reds as soon as he could remove his family from Red territory. His patience paid off, but allow him to describe his escape in his own words, as recorded in his handwritten interrogation report of 1920:

"At the end of March we moved towards the front, first to the town of Orsha and then to the railway station at Slavnoje. We spent nearly a month there, repairing and assembling planes after the journey by rail. On 23 April, I took off for the first test flight of my Nieuport, but the engine overheated and for a time I was without a plane. I had begun to assemble a SPAD when, on 1 May, orders were received to drop leaflets on Borysov. My colleague, pilot Firsov, being unwilling to take on this task, allowed me to take his place.

"I sat in my room for a long time trying to regain my composure; my hands shaking because of the long-awaited joyous moment forthcoming. Going out quietly, I took my seat in cockpit of the plane and looked with pleasure at the gathering clouds, which would be helpful to me because I would be accompanied by three planes piloted by party-comrades. My Nieuport lead the formation. We climb to 2000 meters altitude. I could see two planes slightly below me. Clouds growing more and more. Over Borysov, I was all alone! I followed the railway tracks for several tens of versts until I saw the white tents of a Polish airfield. I headed towards them, joyfully ..." The happy landing ended with the plane nosing over, resulting in minor damage to the upper surfaces.

Piotr Abakanowicz was given the rank of Kapitan (Flight Lieutenant), but he was not allowed to participate in any operations against the Reds. There was good reason for this. Beyond any doubt, an engine failure over Red territory would have been equal to a death sentence for the "Bolos" would never have forgiven his treacherous betrayal.

His further adventures are typical of the colorful figures that appear frequently on the pages of Poland's history. After a short service as C/O of a Dywizjon within the 2nd Pulk Lotniczy (Aviation Regiment) in Krakow, in 1923 he was posted to the 3rd Pulk Lotniczy in Poznan as C/O of the VIIth Dywizjon with the rank of Major (Squadron Leader). Later, he was posted to the 4th Pulk Lotniczy in Torun as Deputy Commander. After a second tour of service with the 3rd Pulk Lotniczy, he was appointed C/O of the 5th Pulk Lotniczy at Lida in northern Poland with the rank of Podpulkownik (Group Captain). This unit was formed under his command out of the former 11th Pulk Mysliwski (Fighter Regiment). He retired from active service on 1 July 1930.

However, this was not the end of his military career. After Poland's defeat in September 1939, and as early as October 1939, various Polish parties and groups began to build secret military

units for active resistance against the Nazis. Many of these units reflected the political attitude of the organizing groups. The Polish right wing generated an effective intelligence network, known as the Związek Jaszczurczy (Lizard Union) and Piotr Abakanowicz emerged as C/O of the Okreg Warszawa Wojewodztwo (Warsaw Palatinate District) of the Narodowe Sily Zbrojne (Nationalist Armed Forces). He maintained this post until 7 August 1944 when, during the Warsaw Uprising, he was ordered to withdraw from Warsaw together with the civilian population.

In 1945, he became Chief of Staff of the NSZ which opposed Soviet rule in Poland. In September 1945, he became Inspektor Obszaru Slask (Inspector of the Silesian Area). He was arrested in November by the Urząd Bezpieczeństwa (Security Office) which was actually a branch of the KGB. After a trial in 1946, he was sentenced to death for being a "Nazi collaborator". The death sentence was commuted, but in 1948 he was murdered by a jailer who battered him to death with a bundle of keys.

Arkadiusz Korobczynski was born in Russia in 1921. His Polish father, who had no hope of being repatriated, either before or after the Bolshevik Revolution, died as a wood-cutter somewhere in the Caucasus.

After the German invasion of Russia, an agreement was worked out between the Sikorski-lead Polish Government in Exile and Stalin which allowed General Andres to form Polish units from the Poles who were transported to Russia after the September Campaign, Polish POWs, and the few Polish officers who escaped the Katyn Massacres. These units were to be transported to the Middle East and the UK where they would be used to reinforce the already-existing Polish Armed Forces in Exile. Since he was a Soviet citizen, young Arkadiusz had no possibility of joining General Andres units, so he volunteered for pilot training in the Red Army.

Since the Sikorski-Stalin agreement did not conform to Stalin's long-term plans for Poland, it was covertly sabotaged by the KGB. Then, in 1943, Stalin announced his decision to create "Polish" military units for operation in Russia. Simultaneously, individuals of Polish background, as well as Polish citizens who had been levied into the Red Army, were transferred to these "Polish" units. Soviet officers, with or without Polish background, were appointed to command these units. So, a citizen of USSR, was ordered to transfer into the so-called Ludowe Lotnictwo Polskie (Peoples Polish Aviation).

After the end of WWII, he remained with this service. In 1949, Polish Naval Aviation consisted of one Samodzielna Eskadra Lotnictwa Marynarki Wojennej (Independent Naval Air Squadron), which in turn was composed of 4 operational flights plus one liaison flight. On the night of 21 March, while stationed at the Naval Aviation Station, Wicko Morskie, with the rank of Podporucznik (Pilot Officer), Arkadiusz took off in an Il-2 on a routine training flight from Wicko to Ustka and back to Wicko. However, once in the air, he immediately headed for Sweden. Also on board was his mechanic, Zbigniew Kaczorowski, who was not informed of their real destination until they were airborne. They made a safe landing on the Swedish island of Gotland.

Kaczorowski returned to Poland the next day, but he was picked up by the Informacja (the military branch of the secret police which was subordinate to KGB) and he never returned to his unit.

Immediately after this escape, the C/O of the Eskadra,

Komandor Porucznik (naval rank equal to Commander) pilot Aleksander Majewski, as well as the C/O of the 1st Klucz Szturmowy (Ground Attack Flight) Porucznik (Flying Officer) pilot Antoni Laskowski were arrested and subject to tortures. This started a purge of flying personnel.

Korobczynski's Il-2 was shipped back from Sweden after about three weeks. A letter written by Korobczynski and mailed from Sweden arrived shortly thereafter informing his colleagues of the motivation for his desperate act. He stated, that since the Soviet authorities still considered him a citizen of USSR, they would not allow him to apply for Polish citizenship. This meant he would have to terminate his service with Polish units (although at this time the C/O of all the military aviation was General Aleksander Romeyko detached to Poland by the Soviet higher command) and he would have to return to the Soviet Union. There he would not be allowed to follow his professional career and would probably repeat the sad fate of his father.

His life in Sweden was quite successful. He worked as a locksmith, married, and had a son who he named Anders. In 1972, as Swedish citizen, he visited Poland where he was arrested, tried, and condemned to 12 to 15 years in prison. After about two years, he was quietly released thanks to the efforts of his wife who enlisted the help of Sweden's Prime Minister, Olof Palme. Korobczynski undoubtedly owed his life to the fact that his trial and imprisonment took place in Poland, otherwise he would have been at the mercies of the KGB in a prison somewhere in the Soviet Union.

[The above is based on Swedish press report (SE No.38 of 19 September 1974) and on narrative by Komandor Rezerwy (Captain Retired) pilot Stanislaw Lukasik, who became well acquainted with Arkadiusz while serving as a Gunnery Officer in his unit.]

Franciszek Jarecki was a typical Polish young man of this time. During his boyhood, he had witnessed the occupation of Poland by both the Nazi Wehrmacht and Soviet Red Army. He became a member of the ZMP (Związek Młodzieży Polskiej - the Communist Youth Organization in Poland). This was an important precondition facilitating his application for pilots training. While in military aviation he became a member of the PZPR, the Communist Party of Poland. Joining the Communist Party was important for a young officer's career within the Soviet-ruled military.

In 1953, Franek Jarecki was serving with the 28th Fighter Regiment based at Slupsk, flying MiG-15s which, at that time, was the most modern fighter aircraft in the world. His plans for escape crystallized step by step until 5 March 1953 when Generalissimo J.V. Stalin death was officially announced. On this day, Franek took advantage of the confusion to put his plan into action. During a routine flight, he broke from his formation and headed for the Danish island of Bornholm which is only a few tens of miles from the Polish coast. On his arrival at Bornholm, he was surprised by the lack of concrete runways, but he managed to land safely at Ronne airfield where he asked for political asylum.

Later, in broadcasts over Radio Free Europe (Polish section), he expressed his disappointment with the Soviet rule in Poland. He was introduced to General Wladyslaw Anders, the former Commander-in-Chief of the Polish Armed Forces in Exile, who awarded him with Krzyz Zaslugi z Mieczami (Cross of Merit plus Swords). Afterwards, he was accompanied by the Aide de Camps of General Anders on a trip to United States

where he met with local politicians and crowds of Polish-Americans. He took part in numerous press conferences. His visits to USAF bases included familiarization flights on T-33 jets. He settled in USA and married, but rumors persisted of efforts to assassinate him (car accidents, etc.).

Zygmunt Gosciniak: The idea of escape was in the thoughts of many air cadets at the Polish once-famous "Szkola Orlat" (School of Eaglets) at Deblin. [This school was named after the title of pre-war book by the well-known Polish pilot and aviation writer, Janusz Meissner. After WWII he lived in Deblin and published under the name "Herbert"]. Many cadets felt that Polish military aviation was influenced too heavily by Soviet aims and purposes, but they all eagerly continued their flight training. There was, of course, no possibility to discuss their discontent, even among friends, because of the ever-present secret agents; former members of Urząd Bezpieczeństwa were given preferential treatment when applying for air training.

When Zygmunt Gosciniak arrived at Deblin, in 1952, he joined the Communist Party to create the pretense of loyalty that would give him the freedom to operate at the critical moment. After graduation, in 1956, he went to a jet-equipped fighter unit stationed at Zegrze Pomorskie airfield where he was active as the secretary for the local Communist Party. Attached to every Polish squadron C/O was a Russian officer euphemistically called an adviser. In fact, all "advice" given by the Russian became an order issued by Polish C/O. The adviser strictly supervised flying arrangements within the units. Gosciniak was aware of the difficulties of escaping by air. The first problem was how to get away from the formation, and then how to avoid the two Russian fighters which were always on patrol over the Polish coastline. On 25 September 1956, four training flights of two aircraft each were scheduled instead of usual squadron formation. The squadron had MiG-15s on strength at this time, but there were two MiG-15bis only for the use by the O/C and his Russian adviser. On this day, the O/C was ill, so Gosciniak was assigned to fly one of the newer aircraft. For the first flight of the day he was to be accompanied by one of his best friends, who was, of course, completely unaware of his plan to escape, so he postponed the decision so as not to endanger his friend. After landing half an hour later, he found that for the next flight he would be accompanied by the Russian adviser. They went together for breakfast and then to their aircraft to prepare for the flight. Ignoring the risk of arousing suspicion, Gosciniak handed his watch to his ground chief, saying "If I get killed, keep this as a memento".

The two MiGs were airborne about 1000 hours. The exercise was to consist of air-to-air attacks in two phases: In the first phase, Gosciniak was to play the "enemy". The roles would be reversed in the second stage. At the beginning of the second phase, Gosciniak positioned his aircraft below his opponent so that he could see the Russian but the Russian could not see him. When the Russian peeled off to the left, Gosciniak peeled off to the right - away from him instead of following him. Then Gosciniak dived down from 20,000 feet to within 400 of the ground and headed across the coastline at 600 miles an hour. The tree-top height was the best defense against Russian anti-aircraft guns stationed along the coast. Urgent R/T calls such as "Where are you?" and "I cannot see you" followed. Gosciniak replied, in a calm voice, "I have lost contact" and later "I am making for Point B". Point B meant Bialogard, a town to the west of the base, which was frequently used as a rendezvous by pilots who lost

their orientation. For Gosciniak, "B" had another significance - Bornholm.

After about a two-minute flight over the Baltic Sea, Gosciniak found his compass malfunction and he was forced to climb in the hoping that the clear weather would allow him to catch sight of the island of his destination. His knowledge of Bornholm was very limited, especially regarding existence of any airstrip. Such details were kept secret on his side of the Iron Curtain. He abandoned hope for a while and took out his revolver, considering suicide to be a better solution than surrender.

However, after six-and-half minutes, he saw Bornholm and its airfield. As he lowered his undercarriage in preparation to land, he saw workmen on the runway who showed no understanding of his intentions. He climbed, firing yellow, green, blue, and red flares, which in Polish territory, signified an intention to land. When the workers did not respond to his signal, he raised his undercarriage in preparation for a belly landing on the grass alongside the runway. Making last-second corrections to avoid obstacles on the landing path, he touched down at about 150 miles an hour and after about 600 yards the grass brought his plane to a halt amidst of big cloud of dust. The deceleration flung Gosciniak's head into his gun sight, but he was able to get out of the plane on his own. He exchanged a few words in German with the worker's foreman who arrived quickly at the scene. The local authorities arrived shortly and Gosciniak was taken to the town of Ronne for interrogation. Copenhagen was strongly requested by Warsaw authorities, in a note sent within 24 hours, to return both the pilot and the aircraft. Since he left behind no wife, children, or close relatives, Gosciniak had no reason to return. Nothing is known on his further fate. [The above is based on an article published in Royal Air Force Flying Review of March 1957.]

Let us briefly review the case of por. Kozuchowski, who was a member of 31 Pulk Lotnictwa Mysliwskiego (31st Fighter Regiment) based in Lask under the command of plk. Henryk Michalowski. One day, while on leave, Kozuchowski met a Swedish girl who was visiting Poland. Probably, this enabled him to increase his knowledge of differences between life in the Western Countries and life in Poland under Soviet rule. He began to make plans to join his girl-friend in Sweden. His decision materialized on 7 November 1957. Preparing for an exercise flight, he carefully checked out the ready-to-fly planes lined up on the airfield. Given the distance to be covered, he rejected the planes not fully tanked up. Finally he accepted, at the relief of unit's technicians, and Lim-2 (Polish-built MiG-15bis) numbered '1919' and took-off. No details of his flight plan or his actual escape route is known, but it is evident that he chose a low-level flight to avoid radar tracking. Because of faulty navigation, he missed Bornholm and he flew on until he reached the Swedish coast with nearly empty fuel tanks. He belly landed in the Halland area of southern Sweden.

Nothing is known on what happened within the 31 Pulk Lotnictwa Mysliwskiego afterwards, but it is told that the unit was disbanded shortly afterwards. Nothing is known also of Kozuchowski later life. It is known that a judgement in *absentia* was pronounced by a Military Court in Poland. Rumors are that the sentence of death was carried out by secret agents operating abroad.

Epilogue

This article presents the story of a few escapes by air by Polish airmen using combat aircraft. Many other escapes are known to have been successful, but they are difficult to deal with because of the complete lack of information.

Those who thought of escape were well aware that failure would bring imprisonment, torture, and, in most cases, the death sentence. Moreover, the chances of success reduced with each successful escape as the Soviet countermeasures steadily improved. These countermeasures included the prohibition of flights by a single aircraft, stick limitation on fuel quantities, and, most effective of all, keeping a standing patrol in the air with aircraft armed and ordered to fire at any aircraft at the slightest suspicion. The policy of carrying live ammunition led to many casualties and fatal accidents to ground personnel while servicing weapons. These measures are probably what prevented any escape by using combat aircraft during the period of Martial Law which was declared on 13 December 1981.

The authors dedicate this work to those Polish airmen who failed in their attempts at escape. The story of their suffering will probably never come to light.

Photo captions

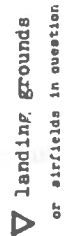
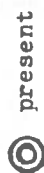
1. Nieuport 24C1bis after landing at the Zozdin airfield on 1st May 1920. Standing before aircraft (from the left): Commanding Officer of the 14 Eskadra Wywiadowcza (14th Reconnaissance Squadron) Jozef Manczak, P. Abakanowicz, and observers Henryk Liebek, Mieczyslaw Konarski, plus pilot Wacław Iwaszkiewicz.
2. The same aircraft, but this time with ground personnel of the 14 Eskadra Wywiadowcza before the tent-hangars. (Courtesy of Polish Institute and Sikorski Museum, London.)
3. Korobczynski's Il-2 aircraft dismantled for transportation back to Poland by sea. (Courtesy of Curt Palmblad via P. E. Branke.)
4. The MiG-15bis landed by F. Jarecki at the Ronne airfield, Bornholm. (From "Die sowjetischen Flugzeuge 1941-1966" by H.J. Nowarra, published by J.F. Lehmanns Verlag, Munich.)
5. Z. Gosciniak standing in front of his MiG-15bis aircraft which he belly landed at the Ronne airfield, Bornholm. (From the magazine Royal Air Force Flying Review of March 1957.)
6. As above.
7. The Lim-2 belly-landed by Kozuchowski in the Halland area of Sweden. (Courtesy of Curt Palmblad via Paul E. Branke.)

Description of the drawings

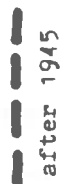
1. Nieuport 24C1bis flown by P. Abakanowicz.
2. The upper surfaces of the above mentioned aircraft.
3. Il-2 ground-attack aircraft flown by A. Korobczynski.
4. MiG-15bis flown by F. Jarecki.
5. MiG-15bis flown by Z. Gosciniak.
6. Lim-2 flown by Kozuchowski

This research project was proposed and directed by Kris Choloniewski with the cooperation on all the authors. Drawings by Pawel Przymusiala with the cooperation of Kris Choloniewski. The map of the approximate escape routes was drawn by Kris Choloniewski.

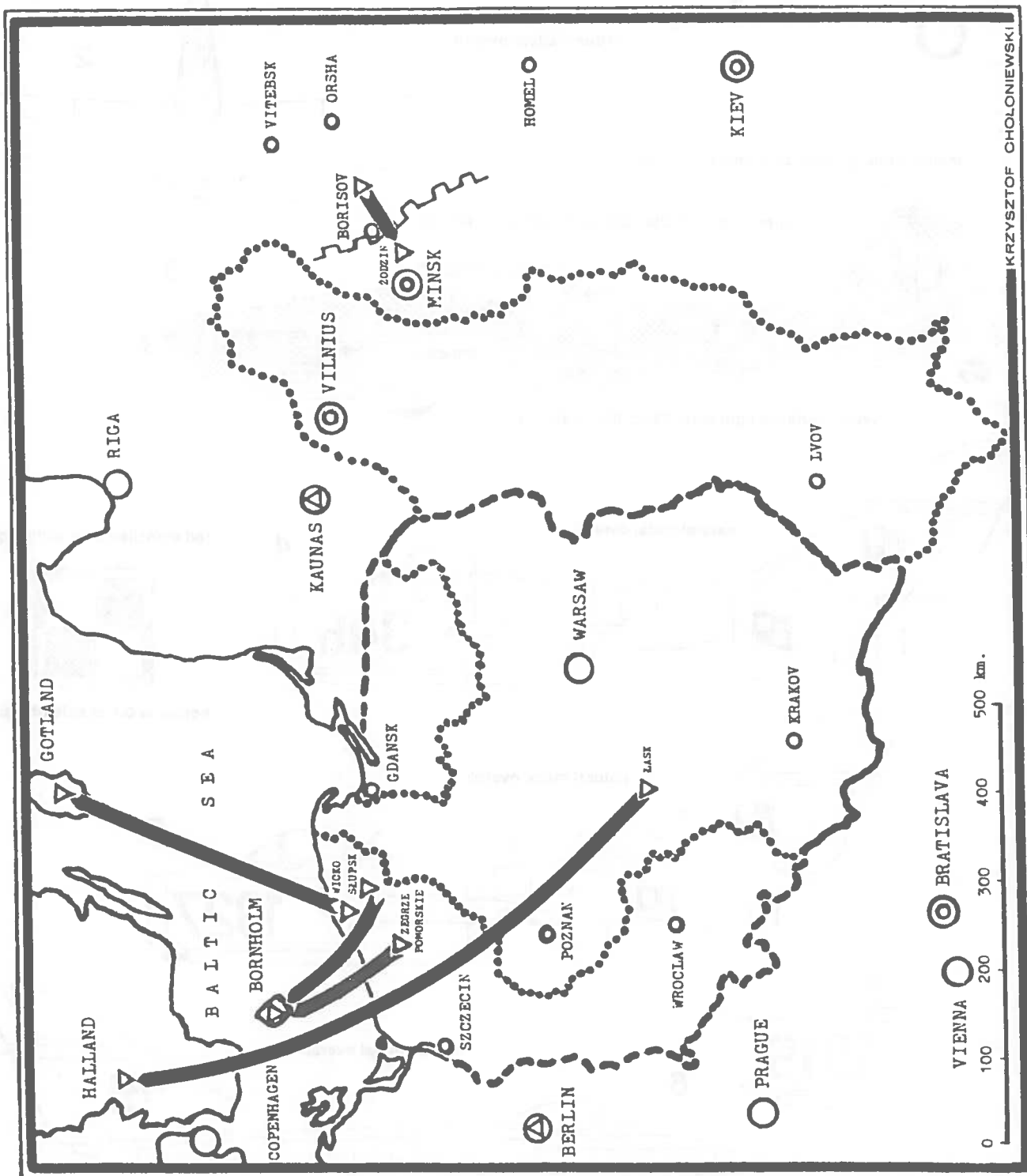
Capital cities :



Polands borders :
between 1922-1938

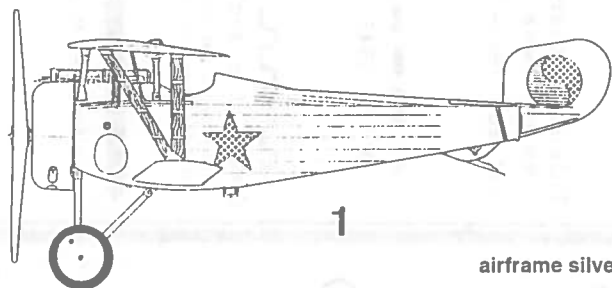


front line sector
between Polish and Soviet
forces as of May 1st 1920



forward part of cowling probably red; remainder natural metal

no evidence of Red Stars on upper and bottom surfaces of wings



blue/red (FS25053)

1

airframe silver overall

Red Stars (probably on bottom surfaces also)

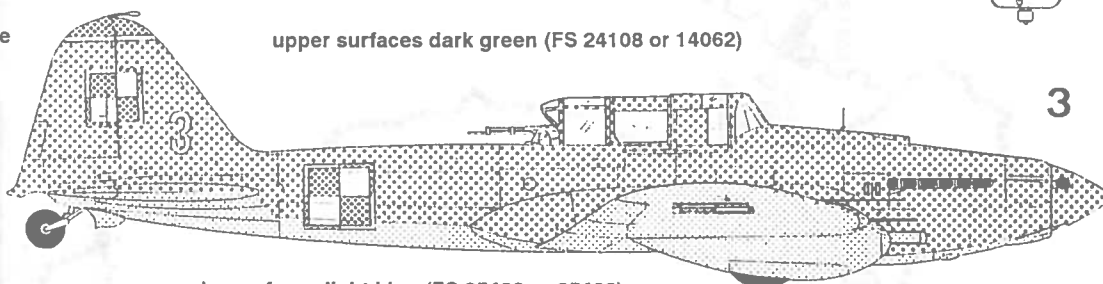


2

insignia red tip (most probably FS 11136)

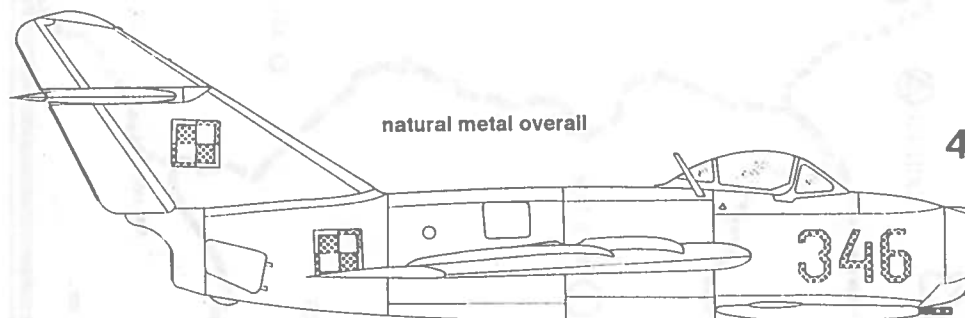
white

upper surfaces dark green (FS 24108 or 14062)



3

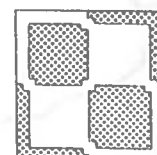
under surfaces light blue (FS 25488 or 35488)



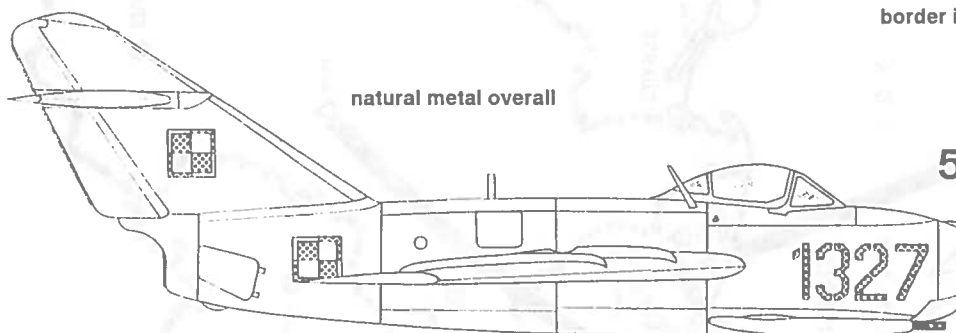
natural metal overall

4

red stenciled over white square

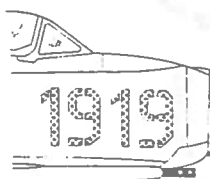


border is 0.1 of side of square



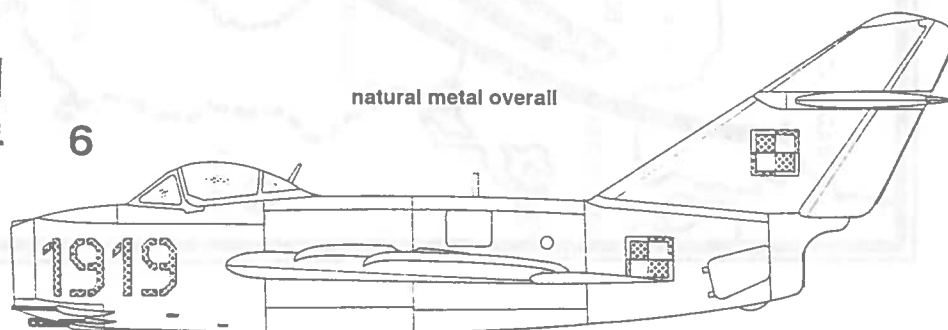
natural metal overall

5



6

natural metal overall



CROATIA: FROM ONE WAR TO ANOTHER

Ervatsko Bojno Zrakoplovstvo (Croatian Air Force) Nesavisna Drzava Hrvatska (Independent state of Croatia), 1941-1945

Part 3: Training, Liaison and Transport Types

Fredrick Liege

[Author's note: Due to the help provided by friends and fellow SAFO readers, I can declare myself as "the" author of this series. I would like to share the credit with C. Duteau, B. Kolka, P. Faucard, P. Truyen, F.A. Vajda, M. Marusko, D. Frka, J. Novak, M. Mucha, P. Mujzer, and F. Silvestri. Of particular importance is the fact that D. Frka and J. Novak are working on a book about the Croatian air force in WW II, covering details on operations, purchases of aircraft, and markings, and illustrated with about 150 photographs and b&w drawings and 20 colored side-views drawings.]

Training Aircraft

Just as with the combat types, the majority of the initial inventory of training aircraft in the Croatian air force consisted of exYugoslav types. Later, both Germany and Italy delivered a large number of various types, either exYugoslav types, German or Italian types, or types received from various war-booty depots. In contrast to the frontline types, which were obviously obsolescent when delivered, the training machines received from Croatia's allies were often quite modern.

Information available to me so far indicates that training was performed mostly by the Luftwaffe and Regia Aeronautica. The Luftwaffe provided elementary and fighter training at Jagdfliegerschule A/B 123, based on Agram airfield near Zagreb. The Scuolo di Volo at Mostar, in Bosnia, performed elementary and light bomber training until the summer of 1943. A/B 123 used obsolete German types, but the Mostar school was equipped with modern Italian machines including Breda 25, Nardi 305, Caproni 164, and Caproni Bergamaschi 312. Combat and conversion training of the Croatian Air Legion took place in Germany. Some operational training was performed at Banja Luka airfield, using both single- and two-seat Fiat G50.

Gliders

One of the first units of the Croatian air force to be formed was the military glider school based at Sveta Nedjelja airfield near Zagreb. The inventory of this unit was quite poor, consisting of only six glider and two towing aircraft. The available photographs show gliders of Polish and German origin, either PWS 101, Salamander, or Grunau SG9.

Liaison and transport

One of the main missions which was assigned to the Croatian air force during operations in Yugoslavia was airlift and air-supply tasks in support of Axis forces on the battlefield. Air supply was important because of the mountainous nature of the combat zone and the lack of communications between units. Unfortunately, the NDH air force suffered from a chronic lack of transport aircraft despite constant delivery of captured or secondhand machines from Germany between 1942 and 1944. Liaison duties were performed using available exYugoslav and a few modern German machines, while transport duties relied mainly on ex-airliners and converted bombers.

However, in contrast to their poor performance on bombing

raids, NDH personnel performed remarkably well in the air-supply and airlift role. Despite heavy losses, they succeeded in rescuing besieged and battered Croatian and German forces on numerous occasions right up until the end of the war. The Air Legion, under German command, was equipped with a small transport and liaison unit which used German types. This unit was active into late 1944 in Eastern Prussia, but no information survives about these marginal events.

The necessity of air supply and liaison dramatically increased with the collapse of Axis units in the Balkans. The last liaison missions took place in early May 1945, just before the fall of Zagreb.

Aircraft Industry in Croatia

Before 1941, all major Yugoslav aircraft factories were situated in Serbia. The Croatian engineer, Rudolf Fizir, tried to establish at least one plant of his firm in Croatia, but he was never allowed to do so and he was forced to work in Serbia. When Croatia became independent, the Croatian authorities attempted to establish a home industry. A series of ten Zmaj FN types were started in 1943, but they never reached completion for reasons unknown.

The only known home production of a Croatian-designed type was a unique prototype, designed and built by Mr Modly, and designated the Modly 8. Apart from some photographs, no other information has reached me about this particular type. It is believed that the type survived the war and later wore Yugoslav markings.

In June 1941, Croatian and German authorities agreed on the fate of many exYugoslav machines captured during the April campaign. Damaged aircraft were to be repaired and overhauled at the Wiener Neustadt Fabrik at Zemun, near Belgrade in Serbia; a factory under German control. This factory provided NDH air force refurbishment and repair support throughout the war.

Training Inventory

Fiat G 50B: one example, delivered together with single-seaters in 1941, s/n 3510

Avia FL3: 10 examples, 5 with open cockpits (s/n 80018010) and 5 with closed canopy (s/n 81018110). Several examples were captured by partisans in the closing stages of the war, and at least one appeared in postwar JRV inventory.

Saiman 200: 25 examples were delivered in 1943, probably following the Italian armistice; s/n 63016325.

Saiman 202: 2 examples, delivered in 1943; s/n 63516352.

Caproni Ca 100: not confirmed.

Benes Mraz Be 51 "Beta Minor": 25 examples of this very popular Czech trainer were delivered from Germany in 1943; s/n 64016425.

Bucker Bu 131: 40 or 46 examples, s/n 75017546 (?); 10 brand new examples were delivered from Germany in 1941, and 30 (34?) captured by Italian forces in 1941 and used in the Regia Aeronautica, were returned to Croatian hands in 1942, due to

lack of spares.

Bucker Bu 133: 10 examples delivered from Germany in 1941; s/n 77017710.

Klemm Kl 25: Unknown number, delivered to Croatian Air Legion on the Eastern Front in 1942, probably for liaison duties.

Zmaj Fizir FN: 20 examples captured in 1941, s/n 70017020. 3 additional examples came from German hands in 1943.

Zmaj Fizir FNM "Ruler": 5 examples, captured in 1941, s/n 71017105.

Zmaj Fizir FNW: hydroplane variant of the trainer. The number of machines in service is not known and the only known s/n is 6001.

Zmaj Fizir FP 2: 23 machines were recovered in 1941; s/n 68016823. One additional example was delivered from German forces in 1943.

Rozogarsky PVT: 15 examples, captured in 1941; s/n 66016615

Rozogarsky R100: 11 examples which were mainly used as light bombers with bomb racks fitted under the fuselage; s/n 65016511.

Rozogarsky SIM X: 2 machines; s/n 73017302.

Rozogarsky SIM XI: 1 example; s/n 7351.

Aero A2: ExYugoslav prototype captured in 1941. The fate of this particular example is unknown, but the type was finally produced after the war.

Ikarus MM2: Ex Yugoslav prototype, seized in 1941.

De Havilland DH 82 Tiger Moth: 1 example delivered from Germany in 1943, origin unknown.

De Havilland DH 60: 1 example, probably exYugoslav.

Avro Anson: 1 example, no details known.

PWS 101/WWSI: Polish high-performance sailplane, no details known.

Salamander: Polish light glider, no details known.

Grunau SG 9: German light glider, no details known.

Liaison and transport Inventory

Airspeed Envoy: 2 exCzech machines; s/n 2001 and 2002, acquired in 1943 from Germany.

Fokker F18: 1 exCzech example (s/n 1951). Delivered in 1943 from German hands.

AviaFokker F7: 7 examples with at least 2 FVIIa and 4 FVIIb subtypes; s/n 19011906. All were ex-Czech airliners and came from German depots, delivered between 1942 and 1943.

AviaFokker F9: 1 example (s/n 1952) delivered in 1942.

Bucker Bu 181: 18 or 22 examples (s/n 74017422, or 47014718?) delivered in 1944. Some of them were probably survivors of the Air Legion.

De Havilland DH 80 Puss Moth: 2 ex-Acroput (Yugoslav civil airline) airliners coded 5551 and 5552 recovered in 1941. None survived the war.

Fieseler Fi 156C: 11 examples some of which of exYugoslav origin, the rest being brand new machines delivered from Germany (2 in 1942, 2 in 1943) and coded 41014151. A large number of them were captured and used in the new Yugoslav air force.

FW 58 Weihe: 1 example, used in Croatian Air Legion from 1943.

HirtenbergHopffier WN 15 (Austrian type): 1 machine, s/n

2101, delivered in 1942.

Junkers W34: 4 second-hand machines, delivered from Luftwaffe stocks and used in Croatian Air Legion from 1943.

Junkers Ju 52: At least one example, used in Croatian air Legion, was observed at Eichwalde, Eastern Prussia, in November 1944. This particular example was probably delivered to the Air Legion in 1943.

Me Bf 108: one example used as staff liaison aircraft in Croatian Air Legion from 1942.

Caudron 635 "Simoun": 2 exFrench examples delivered from Germany in 1943

Breguet 33: 5 exFrench examples delivered from Germans in 1942, but some may be of Yugoslav origin as the type was also used in the prewar Yugoslav air force.

Gotha Go 242: Some unconfirmed sources state that 10 examples appeared in Croatian inventory but this information is extremely doubtful. Such machines may have been confused with those which were supposed to be delivered to Regia Aeronautica in the summer of 1943.

SavoiaMarchetti SM 82: 4 examples, probably delivered after the Italian armistice. This information has not been confirmed so far.

RWID 13: one Yugoslavbuilt example of this Polish machine was recovered in 1941 and used in a propaganda unit squadron during antipartisans operations.

Conclusion

With the Fall of Zagreb on 8 May 1945 and the subsequent capture of the deserted 1st Air Base, the Zrakoplovstvo NDH definitively ceased to exist. Most of the surviving personnel disappeared in postwar purges and this part of Croatian history quickly fell into oblivion. Looking back on WWII, it is clear that the Croatian contribution was very marginal. However, because of the contribution of NDH forces in the area and the intensity of fighting, this role must not be forgotten. This is particularly important now that war is raging again, looking strangely similar as far as actors, operations, and territory are concerned. But this is another chapter....

Additional References

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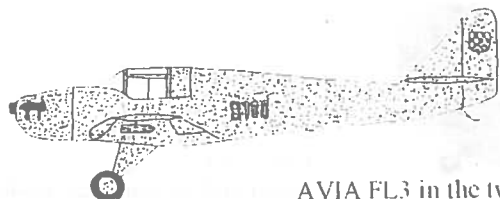
D. Frka, Croatian Air Force in WW2, Scale Models International, May and June 1993.

Vojnoistorijski Glasnik (Brochures of the Institute of Military History) Belgrade, 1984, 1985, 1986, 1987, 1988 (quoted in D.Frka article in SMI).

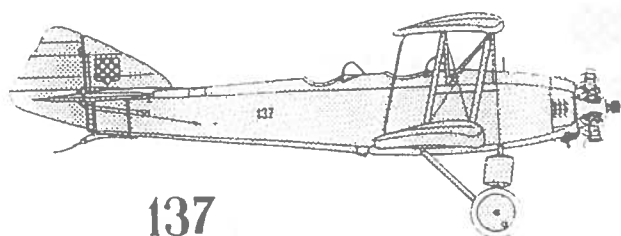
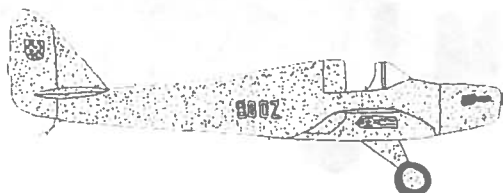
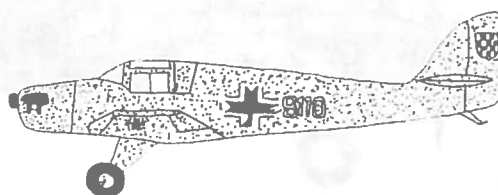
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D. Otovic and J. Nikic, Vazdusne Bitke Za Ranjenike, Belgrade, 1965 (quoted in D.Frka article).

Fredrick Liege (SAFCH #1242), 325 Chemin du Saule, 84140 Montfavet, France.

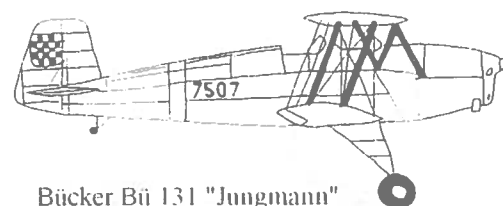


AVIA FL3 in the two variants used in the Croatian air force.
N° 8110 is sometimes shown on shots with "City of Sisak" badge. See Table 3.
Light green overall

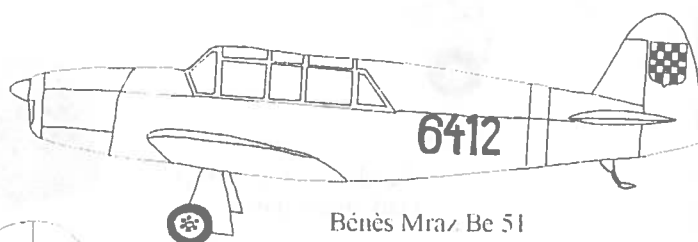


137

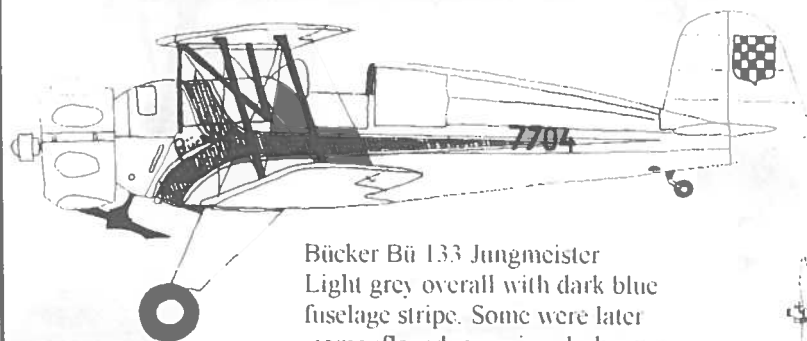
Fizir FN
light green overall
Drawing by D.Frka



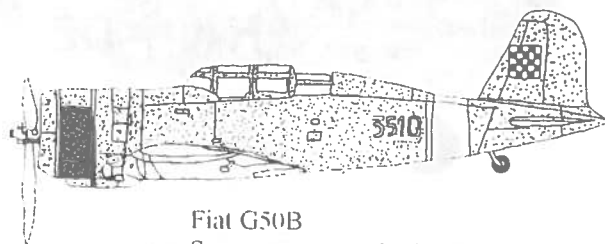
Bücker Bü 131 "Jungmann"
light grey overall



Běnes Mraz Be 51
light grey overall

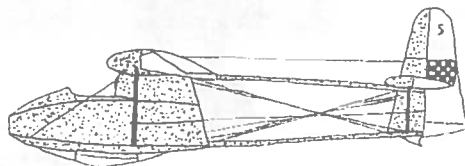


Bücker Bü 133 Jungmeister
Light grey overall with dark blue fuselage stripe. Some were later camouflaged, spraying dark grey stripes on the original pattern

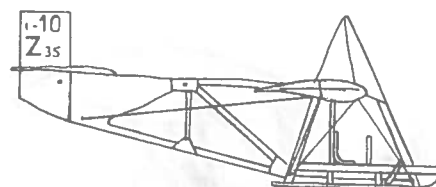


Fiat G50B
Same pattern as single seaters
A "City of Sisak" badge was drawn on the right side See Table 3

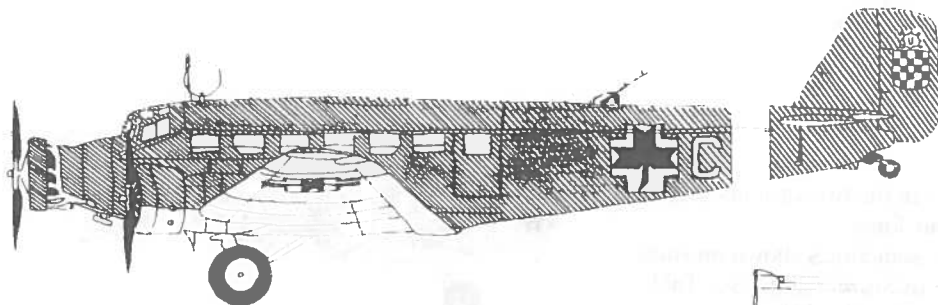
"Salamander" glider
Dark areas were red



PWS 101
Polish glider

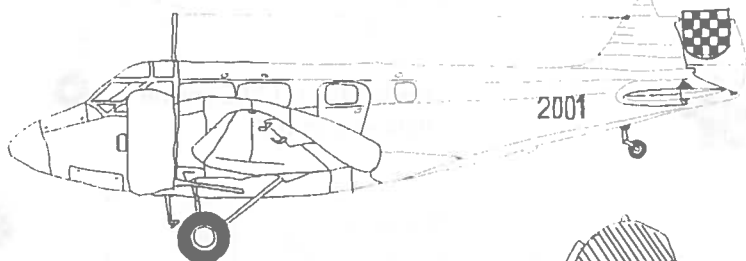
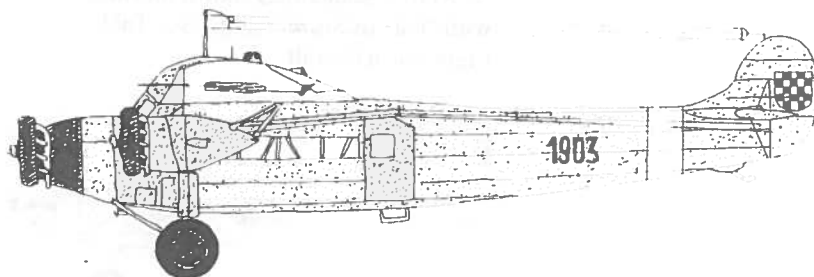


Grunau SG 9



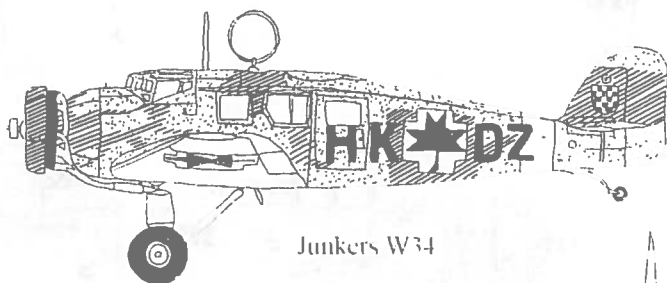
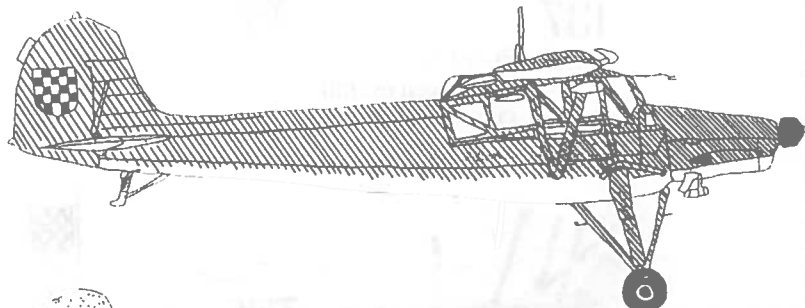
Junkers Ju 52
Eastern Prussia
Late 1944
Standard Luftwaffe camouflage

Fokker FVII 3m
Light green overall
Engines cowlings were probably red



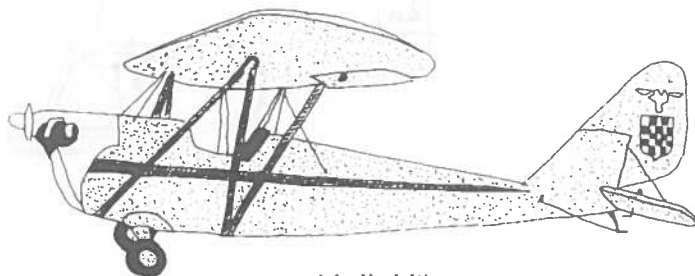
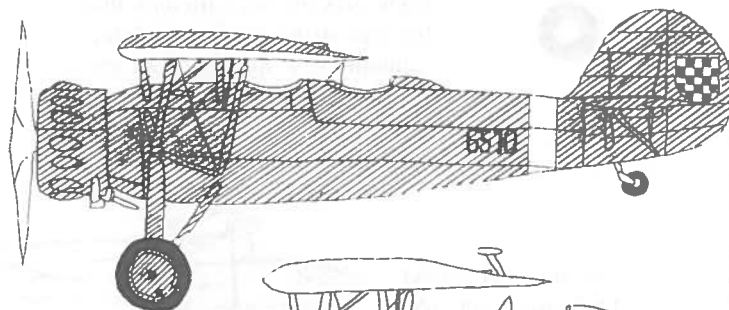
Airspeed Oxford
Silver finish overall

Fieseler Fi 156 "Storch"
Dark green finish

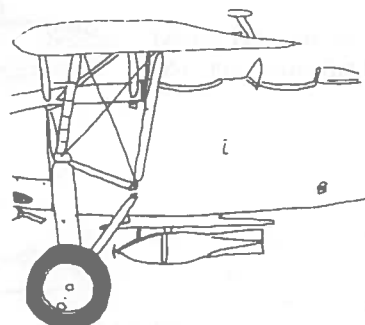


Junkers W34

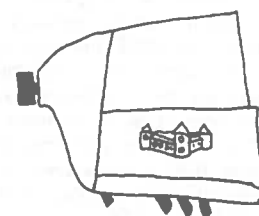
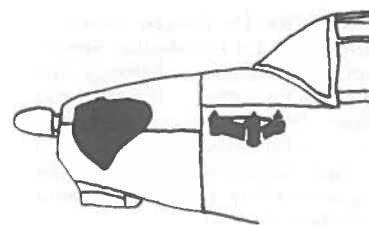
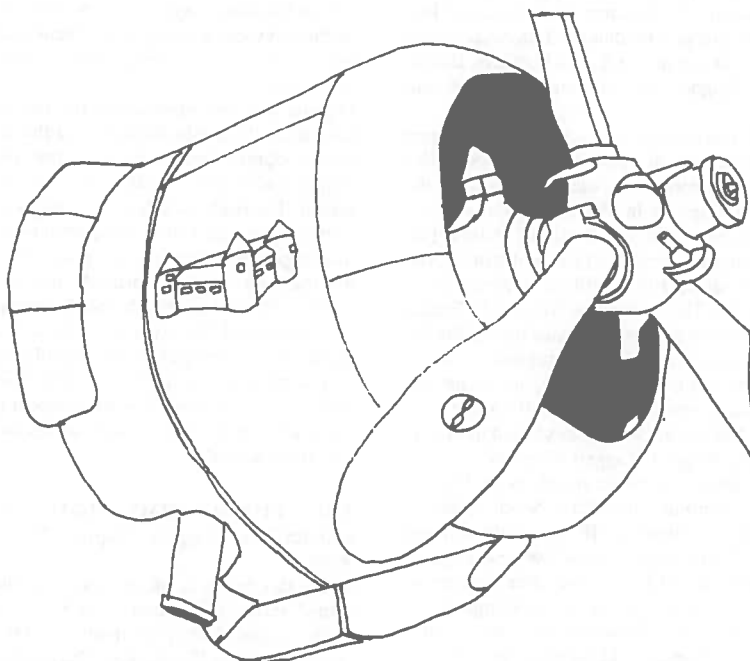
Rozogarsky R 100
Separate drawing show
the bomb racks generally
fitted on the type



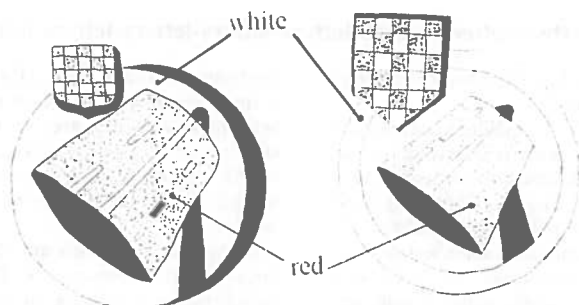
Modly M8



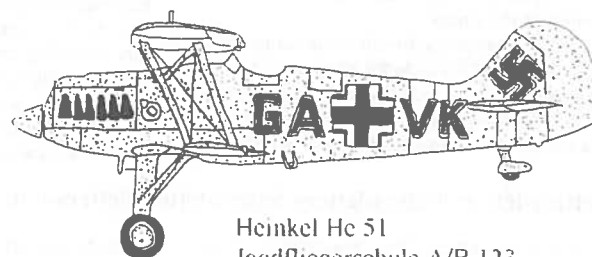
F.Liège. March 1994



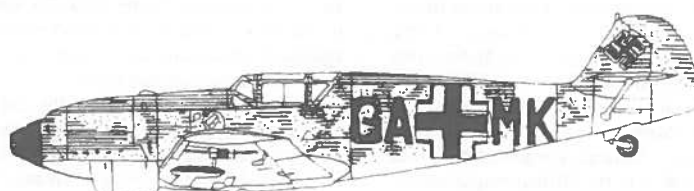
"City of Sisak" badge as shown on Fiat G50B n° 3510 (white).
Bücker Bü 131 n°7534 (dark blue). and AVIA FL 3 n° 8110
(black, outlined in white)



Two variants of the A/B 123 fuselage badge



Heinkel He 51
Jagdfliegerschule A/B 123
Agram airfield, Zagreb



Messerschmitt Me 109D
A/B 123

Continued from page 74.

be recommended because of the photos of details. These will be invaluable to anyone contemplating building a model of a Russian-designed a/c, no matter what the color scheme or the air force.

FOREIGN INVADERS, The Douglas Invader in Foreign Military and US Clandestine Service, Dan Hagedorn and Leif Hellstrom. 200 pages, 8 1/2 inch by 11 inch, 250 b&w photos, and 8 pages of color. Hardcover. Midland Publishing Limited. Available from Specialty Press, 11481 Kost Dam Rd., North Branch, MN 55056, USA. \$34.95 plus \$4.50 shipping and handling. Toll-Free Telephone Number 1-800-895-4585.

In their Introduction, SAFCH members Hagedorn and Hellstrom explain, "Foreign Invader" was originally planned as a series of articles for the Small Air Forces Observer magazine, but developed into its present shape during four years of extensive research." The SAFCH is very proud to have taken part in this important research and is happy that the results have been published in such a way as to reach the largest possible audience.

"Foreign Invaders" is the meticulously researched story of the Douglas B-26 in the service of 20 countries (other than the US) and the aircraft's participation in more than six CIA covert operations around the world. Countries whose military officially used the Invader are Great Britain, Turkey, Mexico, France, Peru, Chile, Colombia, Saudi Arabia, Cuba, Brazil, Dominican Republic, Indonesia, Guatemala, Nicaragua, West Germany, Portugal, Biafra, El Salvador, Honduras, and South Vietnam. In addition, Invaders under CIA direction operated over Indonesia, Cuba, Laos, Vietnam, and the Congo.

Each country's use of the Invader is described in a separate chapter which includes photos and a table of information about individual a/c. The service histories vary from almost no flying time (but obtaining an Invader was sometimes as exciting, and

dangerous, as any combat) to extensive combat missions. "Hot" wars in which the Invaders participated include French defeats in Indochina and Algeria, action over the Bay of Pigs where Cuban Invaders fought CIA Invaders (now, here's a "dog-fight double" for you modelers), Indonesia where both Indonesia and the CIA used Invaders, Biafra, the Congo, Angola, and, of course, Vietnam and Laos.

Particularly interesting to this reviewer are some familiar names which appear in this book. For example, Jan Zumbach, a Pole who fought in the September Campaign in 1939 and then with the RAF during and after the Battle of Britain (his Spitfire with the Donald Duck emblem is well known to modelers) is described ferrying an Invader to Biafra. The Australian Gregory R. Board, who is accused of pocketing money meant for the purchase of Invaders for the Portuguese to use in Angola, is probably the same Gregory-Richmond Board whose combat missions in Brewster Buffaloes over Malaya in 1942 are described in Martin Caidin's "The Rugged, Rugged Warriors".

The color photos include Invaders in French, Chilean, Colombian, Brazilian, Saudi Arabian, Nicaraguan, Portuguese, Biafra, Salvadorean, Honduran, Vietnamese, Congolese, markings as well as unmarked CIA a/c. Color side-view drawings are provided for a/c in the markings of the Dominican Republic (How nice not to see it called Dominica), Indonesia, Honduras, and Biafra. [Editor's note: The authors mention B-25 Mitchells in Biafran use. Does anyone have any information on the markings of these aircraft?]

Each chapter begins with a description of the political background putting the Invader into its proper historical perspective. The authors then describe how the Invaders were obtained, their service history including details of all combat actions, and they conclude by tracing the ultimate fate of the a/c. Each chapter is interesting in and of itself. However, the Invaders that get the most attention are those that saw combat, e.g. the French defeats in

Indochina and Algeria, the CIA disaster over the Bay of Pigs, the hopeless flight against superior odds in the Biafran Civil War, the action against Indonesian rebels over Sumatra and Boreno, action in the Congo against the Simba rebels whose magic was supposed to protect them against 50-cal bullets, and in the seemingly never-ending conflict in Angola.

Digging out the information for this book must have been devilishly difficult, and the authors are to be congratulated for the work they put into this project and for the excellent way they present the results. The readers of this books will not only enjoy some ripping good stories and feast on photos and drawings of Invaders in some great color schemes, but they will, more importantly, learn a lot about the post-WWII history. This book is not only highly recommended for aviation enthusiasts, but it should be in every public and school library. It will help settle a lots of arguments and change lots of misconceptions about US-involvement in many of the crucial events of the "cold war" as they effected the "third-world".

THE OTTOMAN ARMY 1914-18, David Nicolle and Raffaele Ruggeir. Osprey "Men at Arms" #269.

While this book, as all the others in the "Men at Arms" series, is devoted to uniforms and equipment, a special chapter treats the Ottoman Air Arm in the First World War. The beginnings if the Ottoman Air Arm were rather haphazard with some help coming from the French. However, this soon changed when German airmen took over the training and equipping of the Air Arm during WWI. Of course, this book is not the definitive study of the subject, but it could serve as a foreword for a more exhaustive study written by, can we hope, Turkish authors.

Christian Hotte (SAFCH #902), 6 Impasse Santos Dumont, F-44470 Carquefou, France.

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"The title of the article, 'The Final Days of the Cambodian Air Force at Phnom Penh, suggests that the events illustrated occurred on the last days of the Khmer Republic in March 1975, before it fall under the assaults of the infamous Khmer Rouge insurgents. In fact, it is not really the case, as the photos show the results of an North Vietnamese sapper attack carried out against the Pochentong air base, outside the Cambodian capital, on the night of 21 January 1971.

"Since March 1970, Cambodia was involved in the Vietnam conflict when the newly proclaimed Republic was attacked by North Vietnamese forces stationed along its eastern border, in support to the local Maoist Khmer Rouge guerillas. Before this date, the Aviation Royale Khmere (AVRK), the Royal Khmer Aviation, was only used in sporadic combat actions during border skirmishes with South Vietnam and Thailand (see my article about this subject published in the British magazine Air Enthusiast number 37).

"The newly rechristened Khmer Air Force (KAF) was immediately engaged in combat missions. Its 1st Intervention Group, which regrouped all the available combat aircraft, was intensively used. The unit had at the time one squadron of 18 MiG17F and 2 MiG15UTI, one with 16 T28, and one with 10 AD4NA. However, only three or four Skyraiders remained airworthy for daily operations. After several weeks, all of them were grounded due spares parts problems as France, which had sup-

plied the aircraft in 1964 and logistically supported them, suspended its aid.

"Surprisingly, the MiG17F squadron continued to operate for nearly one more year despite the fact the Soviets and the Chinese also suspended their spares parts deliveries. The Cambodian engineers and mechanics, with the help of an USAF technical team, were able to cannibalize some airframes to maintain operational the others. The MiGs were used in bombing missions, using Soviet and American bombs alike, notably along the South Vietnamese border against the Communist held Ho Chi Minh trails. Some MiG17Fs were also sent to South Vietnam to be inspected and testflown against American aircraft at a time when it was the main North Vietnamese fighter.

"The other KAF units were the 1st Transport Group equipped with C 47, DC3, and I14, the liaison group with some MD315, An2, L20, Yugoslav UTVA56, UH34, Alouette II, and Alouette III helicopters. The 1st Observation Group had a small number of Cessna 01A in service while the Air Academy used some French Gardan Horizons, Chinese BT6 (an improved copy of the Soviet Yak18), as well as four Potez CM170 Magisters and four Cessna T37b. These latter jet trainers were also pressed into combat sorties with light bombs and rocket pods.

"The KAF operated mostly from the Pochentong-Phnom Penh air base, with various detachments maintained on various other airfields such as Bat-

tambang and Ream. The KAF also benefited from a small expansion program when six UH1Hs helicopters were delivered on 6 September 1970 with temporary South Vietnamese crews. The VNAF also maintained at Pochentong a detachment of its own UH1Hs as well as some Cessna 01 and U17.

"The Pochentong air base quickly became the main target for the Communists. The base was only loosely guarded. Despite the protest of the KAF commander Colonel So Satto, it was decided to move the KAF security company from the base to temporarily reinforce the newly displaced installations of the unique ammunition plant of the country near Phnom Penh. It was told to KAF that the base security was now taken over by local Army units as well as the paramilitary militia, known as the "Commandos". Unimpressed by these measures, the KAF decides to reinforce the security measures on the base by ordering the mechanics to sleep under the planes each night! The men were poorly armed, with old French MAS36 rifles in insufficient quantity. Some of them had only cubs as unique armament.

"On the night of 21 January 1971, the North Vietnamese launched a diversionary attack on the capital's naval base, attracting most of the local Khmer units on the scene. In the meantime, a group of North Vietnamese sappers presented themselves at the entrance of the base in Cambodian

Continued on page 91.

Hungarian Royal Air Force 1938/39

Part II

Peter Mujzer

[Editor's Note: The following account is a description of the air combat in the war between Hungary and Slovakia that broke out shortly after the dismemberment of Czechoslovakia in 1939. This present account is based on sources available in Hungary. For a description of this conflict based on information available from Slovak sources, see the article written by your editor and Juraj Rajnec in *Air Enthusiast*, September 1971.]

During the Munich Crisis, the German government offered to join Hungary in a common war against Czechoslovakia, but the Hungarian government preferred to pursue the political way. However, all the participants mobilized their armies.

The Czechoslovak and Hungarian air forces began overflights of each other's countries to monitor armies' movements. Beginning in August 1938, Czechoslovak AF planes violated the Hungarian borders many times and the Staff of the Hungarian Royal Air Force (HAF) ordered the 1/1 Fighter Squadron to protect the borders with airborne patrols.

The situation between the two countries became worst and, on 6 October, the entire HAF was put on alert and the squadrons moved to wartime airfields and prepared for combat. The fighter squadrons moved to Csakvar, Miskolc, and Nyiregyhaza. The bombers were based on the airfield of Debrecen. At this time, any aircraft still in silver color (mostly CR.32 and Fokker CV) were painted in camouflage colors.

During the Munich Crisis, the Hungarian government, in concert with Poland, carried out sabotage missions against Czechoslovak territory. The Hungarians established a clandestine unit called "Rongyos Garda" (Ragged Guard) whose purpose was to conduct guerilla warfare in Czechoslovakia.

The Czechoslovak army responded by attacking the guerilla camps in Slovak territory. Three Letov S.328 light bombers from the airfield of Ungvar (Uzhorod) attacked "Rongyos Garda" at the railway station Borzava where the Hungarian troops suffered heavy casualties. After this incident, the Prague government began to reinforce the air element on the airfield of Ungvar (Uzhorod) with a further three S-328, three Bloch MB 200, and twelve Avia B-534.

Another incident occurred on 25 October 1938, when a Junkers Ju 52/3m from MALERT (Hungarian Airlines) escorted by two Fiat CR.32 from the 1/2 FS took aerial photographs over the Danube and penetrated Czechoslovak airspace. During this flight, the commander of the Fiat patrol, 1st Lt. Laszlo Pongracz came upon a Letov S-328 from the 10th Flight. Although the Hungarian orders were to defend the Junkers, not to attack enemy planes, 1st Lt. Pongracz shot down the unsuspecting Letov which crashed to the ground near the village of Hodzovo. The pilot, Cpl. Jan Kello, was injured and the observer Lancen Cpl. Jaromir Sotola was killed.

The Czechoslovak government lodged a diplomatic protest. A Hungarian Military Court tried the guilty crew and set up a five-kilometers deep corridor from the border in which HAF planes were forbidden to fly.

On 2 November 1938, the Vienna Treaty returned to Hungary 12,400 sq. km of Czechoslovak territory along with 1,100,000 mostly Hungarian inhabitants.

After his occupation of the Sudetenlands, Hitler supported the ambitions of the Slovak separatists, who, thereby emboldened, issued an ultimatum demanding the succession of Slovakia from the Czech Republic. On 14 March 1939, Slovakia was proclaimed the independent state, and the following day the Wehrmacht occupied Bohemia and Moravia.

In March, the Carpatho-Ukraine part of Slovakia, which was a part of Hungary before WWI, proclaimed its independence. The Hungarian government decided to regain this region and Hungarian Army units from the VI and VII Corps, reinforced by fast troops (mechanized infantry, cavalry, and cycle units) began to occupy the Carpatho-Ukraine on 16 March and these troops reached the Polish border in the Karpatis Mountains on 17 March. After completely occupying Carpatho-Ukraine, the Hungarian troops crossed into Slovakia. (There never was an established border between these two countries because both were part of the Austro-Hungary Empire.) The Hungarian troops occupied strategically important railway lines and proceeded to build border defenses.

The Hungarian troops fought with the "Szics Guard" and the Slovak elements of the former Czechoslovak Army. It was during this conflict that the Slovak AF first appeared.

This "war" was the baptism by fire for both air forces. The new Slovak AF, made up of elements of the former Czechoslovak AF 3. Aviation Regiment, still carried the former Czechoslovak insignia and the crews were Slovaks who had been serving in the Czechoslovak AF.

The Slovak AF consisted of the following units:

Five fighter squadrons: 37, 38, 39, 45, & 49 FS with Avia B-534.

Seven light bomber-reconnaissance squadrons: 9, 10, 12, 13, 15, 16, & 64 with Letov S-328.

One bomber squadron with MB-200, B-71, and Fokker F-VII.

Miscellaneous training and liaison planes.

There were nearly 300 combat aircraft including 71 Avia B-534 fighters and 73 Letov S-328 reconnaissance planes.

The Slovak AF units that participated in this conflict were: 45 Fighter Flight (FF) commanded by Lt. Jan Svetlik.

49 Fighter Flight commanded by Lt. Jan Prhacek (these two flights had a total of 20 Avia B-534).

12 and 13 Reconnaissance-Bomber Flights commanded by Lt. Frantisek Wagner with a total of 20 Letov S-328.

These forces based at Iglo (Spisska Nova Ves). However, the main problem was manpower; each flight had an average of only six pilots as a result of the departure of Czech pilots to the Protectorate. These units were rapidly reinforced with units from the 15 Reconnaissance Flight and 37, 38, & 39 Fighter Flights under the command Lt. Ondrej Dumbala.

The HAF was alerted on 14 March and the following units were prepared for the hostilities:

The fighter aircraft came from the 1 Fighter Regiment. The 1/1 FS, commanded by 1st Lt. Bela Csekme, moved to Ungvar. The 1/2 FS, under the command of Cpt. Istvan Timar, moved to Miskolc. A third fighter squadron, 1/3 FS commanded by Cpt.

Aladar Heppes deployed to an emergency landing field near Csap. However, the field was so muddy that the fourth Fiat to land, piloted by Sgt. Juhasz, turned upside down. After this accident, the whole squadron remained stuck in the mud until the end of the hostilities.

These fighter squadrons had nine planes each, but only 18 Fiat CR-32 were ready for action.

Because of a severe snow storm on 21-2 March, the II. Group of the 3. Bomber Regiment, under the command of Lt. Col. Elemer Kovacs, moved from Papa to Debrecen. The 3/4 BS was commanded by Cpt. Gyula Wagner and the 3/5 BS was commanded by Cpt. Denes Eszenyi. The group strength was 18 Junkers Ju-86K-2 bombers.

The first Junkers bombers had arrived in Hungary during the spring of 1938, but problems with the engines and fuel systems delayed training so that by the spring of 1939 the crews had been able to complete only the elementary training course.

Also employed was the 1. Long Range Reconnaissance Group with Heinkel He-70K planes operating from Kecskemet.

When regular Hungarian troops crossed the Slovak border on the morning of 23 March, the Slovak Air Force (SAF) reacted rapidly. Three Letov S-323 took off from Iglo to monitor the enemy columns. At 1200 hours, three S-328 from the 12. Reconnaissance Flight were ordered to attack the Hungarian troops. The crews of these Letovs were: Lt. Wagner pilot/flight commander with Lt. Simko observer; Sgt. Salatnay pilot with Lt. Svento observer; and Lancen Clp. Kotran pilot with Lt. Slodicka observer.

These Letovs were escorted by three Avia from the 49 Fighter Flight piloted by Lt. Prhacek, flight commander, Sgt. Martis, and Lancen Clp. Devan. The SAF planes attacked the advancing Hungarian troops in the Szobranc region. The Hungarians defended themselves with everything from handguns to A/A guns. The main and most useful armament was the Bofors 40-mm licence-built 36 M A/A gun.

One of the attacking Avias was shot down by A/A fire. The pilot, Lancen Clp. Devan, crash landed but was killed in the ruins of his B-534.

At 1500 hours, three B-534 from the 45. FF left Iglo (Spisska Nova Ves) for the front lines. These were piloted by Lt. Svetlik flight commander, Sgt. Hergott, and Lancen Clp. Danihel. The target was same before, the Hungarian mechanized columns in the region of Szobranc. In the heavy A/A fire, Lt. Svetlik's plane hit and crashed in flames near Ulics (Ulcscriva). The pilot was killed.

On 23 March, the SAF carried out 19 reconnaissance missions during which it lost two Avia fighters; another four Avia and one Letov were damaged by Hungarian A/A fire.

On this day, the HAF conducted only reconnaissance missions by Heinkel He-70 planes.

Early on the morning of 24 March 1939, 1/1 "Archer" Fighter Squadron's Fiats held in readiness on the airfield Ungvar. About 0600 hours, three Avias took off from Iglo (Spisska Nova Ves). These are aircraft of the 49. FF piloted by Lt. Prhacek flight commander, Lancen Clp. Martis, and Clp. Karas. The Hungarian A/A monitoring units detected the Slovak planes and 1/1 FS was alerted. Three Fiats took off piloted by 1st Lt. Aladar Negro, Sgt. Arpad Kertesz, and Sgt. Sandor Szojak. These six aircraft met in a dogfight 1500-m above the Szobranc region. During this fight, the Hungarian fighters shot down two Avia: Lt. Prhacek tried to crash land but the Avia's bomb load blew

up killing the pilot. Lancen Clp. Martis made a safe forced landing. These two Avias were credited to 1st Lt. Negro and Sgt. Kertesz.

At 1100 hours the Fiats again took off, but this time they failed to intercept the attacker, three Avias from 45. FF piloted by Lt. Palenicek, Sgt. Hergott, and Clp. Zachar. The Slovak planes carried out low-level strafing attack against columns of the 2. Hungarian Mechanized Artillery Group on the road between Szobranc and Ladomer. Several trucks were set afire and the bridge at Ungvar was bombed. Lt. Palenicek's plane hit by A/A fire, but fortunately he was able to land in friendly territory. After this battle, Cpl. Zachar lost his direction and landed in Hungarian territory and was taken prisoner. During his interrogation he revealed where the SAF unit were based.

His Avia was repaired at Ungvar and later flown to Budapest to RKI (Aircraft Investigation Center). After a technical evaluation, this Avia was used as trainer carrying code G.192 until 1943, and it then survived another two years in civil use as HA-VAB.

The HAF decided to strike the SAF main base at Iglo (Spisska Nova Ves) on 24 March. Four bomber squadrons, the whole of 3/II and 2/II Bomber Groups, were to be escorted by 1/1 and 1/2 FS. The Ju 86K-2 of 3/II BG each carried ten 50-kg bombs, 16 10-kg bombs, and 64 1-kg incendiary bombs. The bombers were to take off at 1500 and join up with their fighter cover over Miskolc.

The attack didn't come out as planned. During the take off, 1/1 FS received a message that Slovak planes were noticed over Szobranc. The commander of 1/1 FS, 1st Lt. Bela Csekme, lead his unit against these invaders. Over Szobranc, the HAF met with three Letovs of 12 RF escorted by six (Slovak references mention three Avias) at 2000 m. The slower and lighter armed (two Gebauer machine guns) but very maneuverable Fiats dived into the Slovak formation. During the first attack the Fiats shot down two Avias and two Letovs. The crew of one of the Letovs were killed; the pilot Lancen Clp. Pazicky in the plane and the observer, Lt. Svento, while descending in his parachute. Slovak documents declare that Lt. Svento was shot by the Hungarians as he was making a parachute descent. However, in the first stages of the WWII, airmen still maintained the "Knight's Spirit" of WWI and pilots did not shoot at defenseless adversaries. I think that the truth is that this was a classic WWI dogfight with everybody firing away in a narrow air space and that nobody knows who killed Lt. Svento. In any case, the HAF buried the Slovak airmen with full military honors.

The second Letov, with Clp. Drlicka as pilot and Lt. Sronk as observer, made a safe forced landing in friendly territory. Three Avias were lost in the battle; Sgt. Hergott, Sgt. Hanovec, and Lancen Clp. Danihel.

The Slovaks reported three victories against the Fiats, but HAF records show that no planes were lost during this combat.

The Hungarian fighters originally reported seven victories, but this was later reduced to five. These victories were credited to Antal Bekassy, Laszlo Palko, Aladar Negro, Matyas Pirity, and Sandor Szojak.

The bombers take off from airfield at Debrecen at 1530 hours. Some of the Junkers had mechanical difficulties and couldn't take off on time. For example, second flight of the 3/4 BS remained at the airfield because of engine problems. Most of the bombers took off and, lead by Cpt. Gyula Vaghelyi, flew to the target. On the route, near Miskolc, aircraft B-351 lost its bomb load because of a mistake by the untrained observer,

Ju-86K 'B.348' of 3/4 Bomber Squadron. On 24 March 1939, it missed the airfield at Spisska Nova Ves and bombed the village of Rorsnyo by mistake.



HP 94

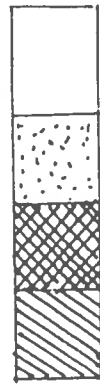
Ju-86K 'B.350' of 3/5 Bomber Squadron on 24 March 1939.

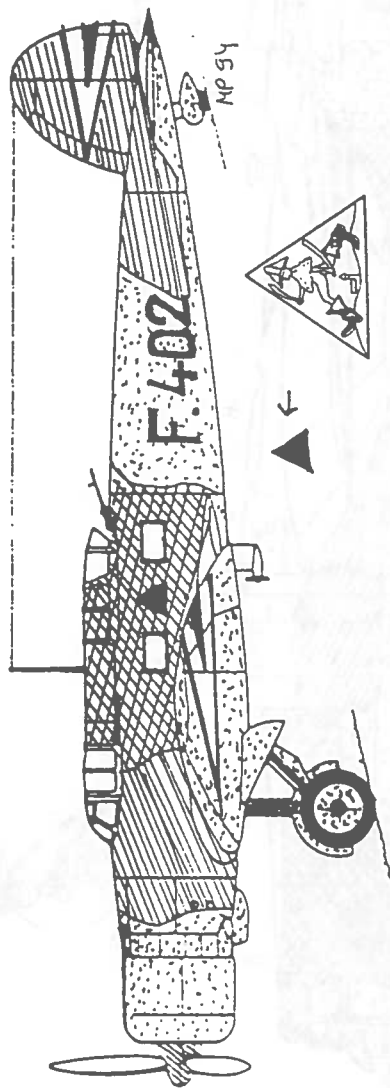


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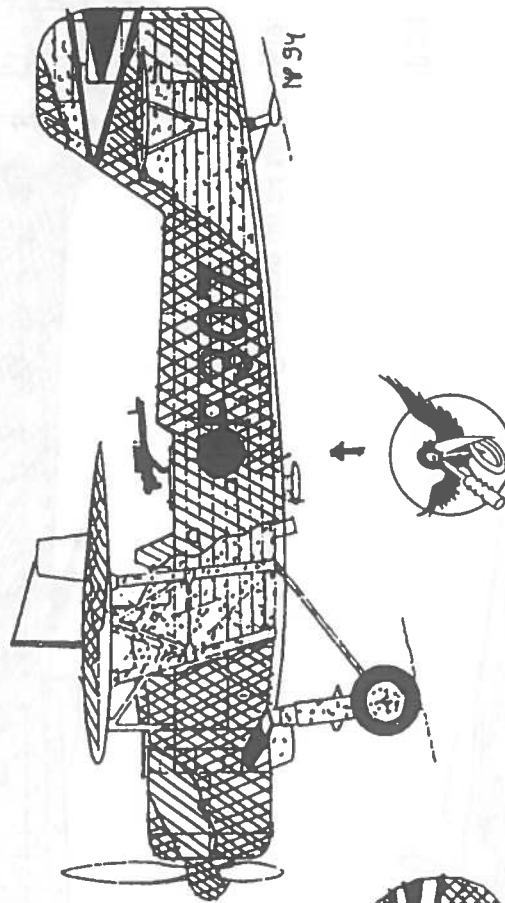
dark green light blue

dark brown grey

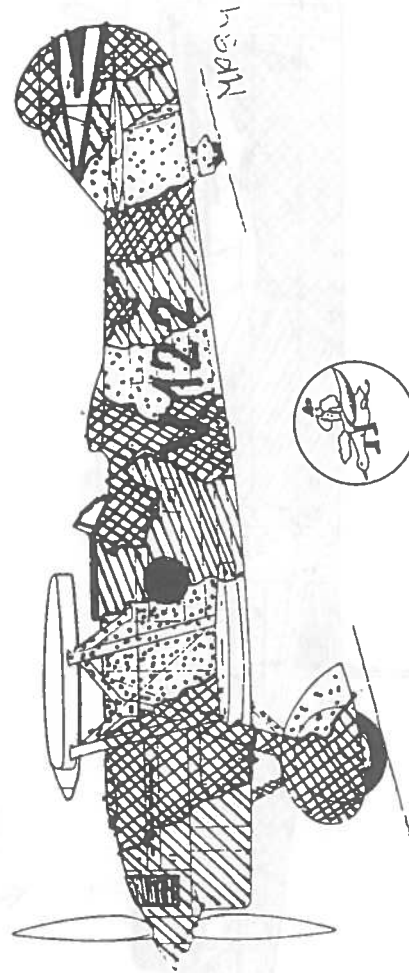




He-70K 'F.402' of I Independent Long-Range Reconnaissance Group.

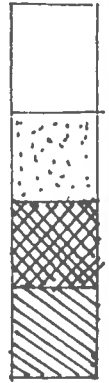


He-46 'F.307' of I Short-Range Reconnaissance Squadron in 1939.



CR-32 'V.122' of 1/2 Fighter Squadron piloted by Lt. Antal Banhidly on 24 March 1939.

dark green dark brown light blue grey



Cornet Istvan Tuba. Last to take off was the second flight of 3/4 BS with the group commander. The pilot, 1st Lt. Edvin Joubert wanted to catch up with the other bomber units and flew in a straight line to the target. There were some rather ironical moments in this aircraft. The group commander, Lt. Col. Elemer Kovacs, broke his earphones and, while trying to fix them, he lost his maps of the target area. Seated in the rear dorsal machine gun position and wearing bulky leather flying clothes, he wasn't able to get to the pilot's position through the narrow corridor inside the bombers. So, he spent the entire mission in isolation.

Meanwhile, the pilot misjudged the strength of the winds and lost his bearings. When a small town appeared, the leading Junkers dropped its bombs. However, pilot Lt. Gyoza Levay, in the second Junkers, knew that this was not the right target, so he turned back and landed in the dark at Debrecen with a full bomb load. It was the first night landing by this pilot.

Twelve Junkers (some documents mention fifteen) were met by nine CR-32 of 1/2 FS over Miskolc. These bombers flew to the target at 2000 m in four three-planes flights, while the CR-32s patrolled above the bombers at 2500 m. Over the target, the bombers rose to 3000 m and at 1643 hours they dropped their bombs on the airfield. They destroyed or damaged ten Letov and Avia planes and a lone B-71 bomber. The damage would have been greater had not the airfield been very soft from recent rains causing many bombs to fail to explode. The Hungarian bombers returned directly to Debrecen while the fighters went on to attack a landing strip at Eperjes (Sebastopol).

The hostilities between the two countries ended on 31 March when a Hungarian-Slovak commission legalized the Hungarian

occupation.

The last SAF loss occurred when a Letov taking off collided with a taxiing Avia. All three crew members were killed; Lt. Slodicka, Lt. Sulik, and Cpl. Jurek.

Thus ended the first chapter of the Royal Hungarian "Honved" Air Force activities in WWII. The further chapters of this story were less fortunate.

Peter Mujzer (SAFCH #1272), Ezredes U.5/D III/II, H-1118 Budapest, Hungary.

Photo Captions (All photos via author)

a. 1/2 Fighter Squadron CR-32 'V.122' piloted by the famous sports aviator Lt. Antal Banhidy who died in March 1994.

b. Personnel of 3/5 Bomber Squadron lined up in front of one of their Junkers in 1939. On the original photo, the squadron insignia is clearly visible.

c. Ground personnel of 3/5 Bomber Squadron preparing Junkers 'B.530' for a mission in 1939.

d. The famous Swedish Bofors 40-mm A/A gun was produced in Hungary under licence.

e. A burnt-out Avia B-534 probably shot down on 24 March 1939 by Hungarian fighters. However, the caption on the original photo states this aircraft was shot down by the Schwarzklose machine guns of 17/I infantry battalion.

f. The Avia B-534 was captured by Hungarian troops on 24 March 1939. The Czechoslovak insignia is clearly visible on the undersurface of the lower wing.

g. When the captured Avia B-534 was used by a Hungarian flying club it carried civil registration 'HA-VAB'.

Continued from page 86.

uniforms. They quickly eliminated the few guards in service and infiltrated the base. Mortar rounds began also landing on the perimeter of the airport while another saboteur group crossed the outer perimeter fences. The raiders quickly stormed the defenders around the aircraft, killing several unfortunate mechanics. The Communists infiltrators also moved to the barracks area where the pilots are living. Fortunately, most of them had left these buildings for the nearby trenches and none were killed.

"The sappers threw plastic charges into the air intakes of the jet aircraft which later exploded. Charges were also fixed on the other aircraft. When, at dawn, the attackers retreated, with only one of them killed, most of the KAF was destroyed on the ground. Only the few T28D based at Battambang escaped destruction. All the MiG force was whipped out, most of the T28D the four T37B, the CM170, some C47, and other observation and transport aircraft. The fleet of Gardan Horizon trainer was left intact. The Air Cambodge Sud Caravelle was also destroyed and the civilian terminal airport was also heavily damaged. Marshall Lon Nol, head of State, suffered a stroke when he learned that Cambodia was left with no Air Force. "In the following weeks, the KAF was re-equipped with additional T28D delivered from Thailand and the America. No other jets were operated by the service until the end of the war in 1975.

"The Royal Lao Air Force (RLAF) had received ten C123K in 1973. Most of them were former VNAF aircraft and were camouflaged but some former Air America planes were also handed over to the Laotians. They were in natural-metal finish as illustrated by Terry Love's photos. The RLAF

had around 70 to 75 T28D and T28C on strength in 1973, with between 40 to 50 of them deployed in Laos. The others were in Thailand for training purposes or stored for completing attrition losses. Albert Grandolini (SAFCH #1313), 45 Ave de la Commune de Paris, 95140 Garges les Gonesse, France.

"The photographs of Surplus Hawker Sea Furies at Dunsfold in May 1963, taken by Bill Fisher and featured on pages 16 and 17 of the August 1993 issue of 'Aeroplane' may answer the Cuban Sea Fury Mystery. Perhaps some of your readers may be interested in the enclosed information as the mystery of the Cuban Sea Furies has been the subject of many aviation articles over the past years. I had forgotten the saga of the Cuban Sea Fury's until I was in the process of filing the photos from the 'Aeroplane' article when the Class B Registrations struck a responsive note in my memory.

"According to Mr. P. Amos' article published in the March 1966 Air Britain Digest, the aircraft shown with Class-B registrations G937, G938, G944 and G947 and finished in primer grey (as well as WJ290 still in FAA finish) were part of the Sea Fury order for 10 ex-FAA Sea Fury FB11 and 2 Sea Fury T20 which were prepared for shipment to Cuba in late 1958. Apparently, none of these Sea Furies were delivered to Cuba because of the overthrow of the Batista Government by Castro, but they were held at Dunsfold. The Sea Fury FB11 concerned were: G937 ex-FAA WG626; G938 ex-FAA WH593; G942 ex-FAA WE-800; G-943 ex-FAA WM493; G944 ex-FAA WM494; G945 ex-FAA WZ632; G946 ex-FAA WE790; G947 ex-FAA WG622; G958 ex-FAA WZ654; and G959 ex-FAA WZ655.

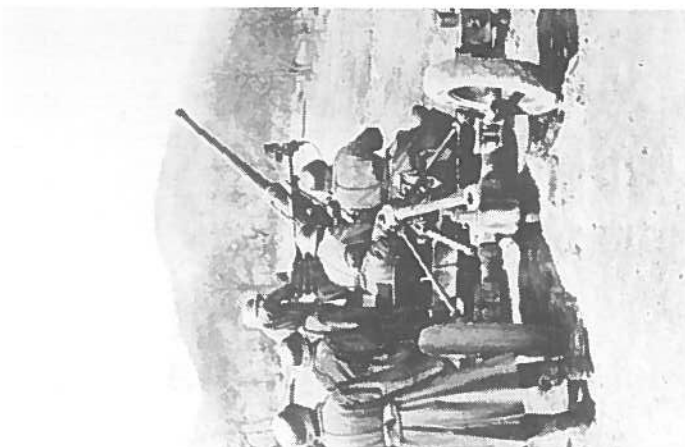
"In addition to the above, six other Sea Fury FB11 were scheduled for delivery to Cuba, but these were not converted and were still in FAA finish. These were WE687, WE792, WG594, WG623, WJ290, and WN484. The latter, WN484, had been assigned the class B registration G948, but it never lost its FAA finish and the Class B registration was not applied. The two Hawker Sea Fury T20 scheduled for delivery to Cuba were ex-FAA VZ352 and VZ364. Neither of these aircraft were converted or given Class B registrations.

"The T-20's, along with the FB11's, were retained at Dunsfold until 1964 when Hawker became aware that the Dutch Air Force had some 22 Hawker Hunters scheduled for use in Fire Fighting Test at Deelen. Realizing that there was a potential export market for airworthy Hunters, but not for derelict Sea Furies, Hawker arranged to exchange 16 Sea Fury F-11's and 2 Sea Fury T20's for 22 Hunters. Delivery of the Sea Fury to Deelen was made between February and June 1964. All were apparently destroyed by October 1964."

Harold E. Ahrens (SAFCH #216), 3421 La Mesa Dr., Hayward, CA 94542, USA.

"Enclosed is my check for the translation of the Polygon Red Flag #1 on the Su-27. According to Polygon's ads, Red Flag #2 is the Su-24 and #3 is the MiG-31. A couple of side comments on the Unda kits of the Su-9B and Su-25UB; these same same moldings are boxed by MPM in the Czech Republic, with Eduard photo-etched details and Propateam (sic) decals, and sold under the Coopertiva label. I have samples of both and have compared them. I hope Unda sees fit to do a Su-11

Continued on page 99



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AIR WAR LIBERIA

Albert Grandolini

Liberia, on the West coast of Africa, was founded in 1822 with USA backing to give a homeland to newly-free black slaves willing to return to the black continent. The Republic was proclaimed in 1847 with Monrovia as the capital. The new state retained close links with Washington and power remained mostly in the hands of American-Liberians. After World War II, other ethnic groups asked to share this power but, from 1943 to 1971, it was an American-Liberian, W. Tubman, who ruled the country. At his death, another descendant of freed American slaves took the presidency.

In 1980, a bloody coup was initiated by Samuel K. Doe, a Kranh tribe leader, with the support of the Madingo people. The new government imposed a ruthless and authoritarian regime while tribal hatred inflamed emotions within the country. In 1985, the Giao and Mano tribes, notably those in the Nimba county, openly accused the Doe government of fraudulent elections. Thomas Qwiwonkpa, a former General from Nimba county, tried to overthrow the government. The Liberian Armed Forces (LAF), 5,000 men strong, responded by killing hundreds of Giao and Mano soldiers and civilians.

In 1989, Charles Taylor, a half American-Liberian, began an armed resistance movement: the National Patriotic Liberation Front of Liberia (NPLF). Taylor led an initial incursion into the remote Nimba county on Christmas eve with a core group of about 150 men who had been trained in Libya and Burkina Fasso. These foreign-trained guerrillas began to recruit others whom they armed with weapons delivered by Colonel Gadhafi.

The LAF responded by indiscriminately killing unarmed civilians, burning villages, and looting. At least 160,000 people fled to the Ivory Coast and Guinea and about 135,000 others became internal refugees. Efforts to restore discipline, including a short mission to the front by two resident US military advisers, failed. Many Giao and Mano people joined the rebels, swelling their ranks to about 5,000. Several hundred LAF soldiers deserted and joined the NPLF.

The LAF has had a small aviation element since 1976 when the Air Reconnaissance Unit was established. This unit initially operated two C 47s and some Cessna 337, 185, 172 and 207. In 1984, the Liberians tried to obtain second-hand Indian Kiran armed jet trainers and Chetaks (Indian-built Alouette III) helicopters. However, economics constrained led to the cancellation of the Project. In 1986, two Cessna Caravan I were bought, one of which crashed in January 1987. When the civil war broke out, the Liberian air arm had on strength 2 DHC-4 Caribou, 2 C 47, 4 IAI-101B Arava, one Cessna Caravan I, 4 Cessna 337G, one Cessna 185 and 3 Cessna 172. The main base remained Monrovia.

This small air arm was engaged mainly in transport and liaison missions in support of ground operations. However, it is highly probable that some strike missions were flown by the Cessna 337Gs, the sole Cessna Caravan I, as well as the Aravas. Despite stiff LAF resistance, by mid-May 1990 the rebels sized Buchanan on the Atlantic coast, effectively cutting the country in half. By early June the LAF garrison at Yekepa, the last government foothold in northeast Nimba county, also succumbed.

Through the harbor of Buchanan, the NPLF now received heavy equipment from Libya, including artillery, BTR 60, and

Cascavel armored cars, BM 21 multiple-rocket launchers, and 12.7-mm and 14.5-mm heavy anti-aircraft machine guns.

With this new equipment, the NPLF troops drove directly to Monrovia where the LAF began a systematic massacre of Giao and Mano inhabitants. By mid-June, the NPLF troops were 30 miles outside the capital, slaughtering government employees and Kranh and Madingo civilians. The Air Reconnaissance Unit transports began to shuttle Kranh people across rebel territory to their home county of Gran Gedeh. As many as 2,000 soldiers were stationed there to turn the region into the last Doe stronghold in case the rebels took Monrovia which was now defended by 7,000 LAF troops. Several thousands of foreigners, mostly Americans and Indians, were trapped in the wild city.

By early July 1990, a cease-fire was agreed between the opposing factions as the Americans launched operation Sharp Edge to evacuate 800 American civilians. A Task Force had been cruising along the Liberian coasts since June, with 2,300 Marines aboard ready to intervene in case it became necessary. A force of 300 Marines deployed by helicopters inside the American embassy which was turned into an improvised landing pad for the CH-46s and CH-53s helicopters. Over 1,500 foreign refugees were airlifted to safety in Freetown, the capital of the neighboring Sierra Leone. The French also deployed a small contingent of troops on the border between Liberia and the Ivory Coast. French Jaguars fighters based in Senegal and Central Africa were maintained in alert. These French units were used to protect the border and to control the refugee camps. On 12 August, an UAO chartered Boeing B.707 brought 37 tons of food for these camps. This flight was the first attempt by the other African countries to solve the conflict in Liberia.

By early August, the Economic Community of West African States (ECOWAS) vowed to step in and to stop the fighting. Nigeria, Ghana, Guinea, Togo, Sierra Leone, and Gambia said they would send troops to supervise free elections.

Back in Monrovia, the NPLF controlled now the suburbs of the capital, but dissensions began to appear within its ranks. Prince Johnson, one of the rebel commanders, rejected the authority of Charles Taylor and decided to create a rival guerrilla movement which he christened the Independent National Patriotic Liberation Front of Liberia (INPLF). With 1,000 men, Johnson occupied the former LAF Caldwell military camp. President Doe still maintained a narrow strip of land on the north side of the city. The important Robertfield International Airport was now in the hands of the NPLF and for all purpose, the Liberian air arm ceased to exist.

The rebels now used the runway to bring in weapons and other materials from Libya and Burkina Fasso. The NPLF had a small air force consisting of transport aircraft and helicopters flown by white mercenaries. Only the smaller James Spriggs Payne airport was still in the hands of the LAF. It was on this runway that, on 13 August, a Spanish Air Force C-130H landed to evacuate 80 more refugees.

Just as it appeared that the different factions were ready to accept ECOWAS intervention, the NPLF suddenly broke the cease-fire. Taylor even now threatened to fire on foreign troops if they are deployed.

By early September, a force of over 7,000 troops, forming

the ECOMOG peace-keeping contingent, was assembled in Sierra Leone under the command of Lt. General Arnold Quainoo of Ghana. Most of this contingent was supplied by Nigeria (4,000) with others troops from Ghana (1,000), Sierra Leone (400), Gambia (100), Guinea (400), Senegal (1,200), and some from Mali.

This force was supported by an aviation element based at Freetown which consisted of six to eight Nigerian Air Force (NAF) Alpha Jet and two Ghanaian Air Force (GAF) Aermacchi MB-339 light attack planes, as well as transports and helicopters.

On 24 October 1990, the ECOMOG launched its first air strike in support of its landing operation at Monrovia; the two GAF MB-339 bombed NPLF positions near the Liberian capital. The next day, they were joined by the NAF Alpha Jets on bombing missions against the Robertfield airport. Later the same day, Alpha Jets were sent to bomb and strafe a column of NPLF trucks and armored vehicles coming from Buchanan. The convoy was surprised near the town of Gbarne and was almost completely destroyed. The NPLF troops replied with intense AA fire which damaged two Alpha Jets which, however, both returned safely to Freetown.

During the last days of October and early November, the ECOMOG forces, supported by 3 Nigerian Navy Corvettes and an LST, landed at Monrovia in the face of determined NPLF resistance. The NAF Alpha Jets and GAF MB-339s continued to support the ground operations. Intermittent strikes were also carried out against the Buchanan harbor to cut the NPLF from its supply source. On 14 November, 5 Alpha Jets sank a freighter suspected to bring weapons to Charles Taylor troops. Two days later, two others Alpha Jets again bombed the town.

Despite superior firepower, the ECOMOG troops could not subdue the NPLF which was now supported by hundreds Burkina Fasso troops disguised in volunteer with logistical support by the Ivory Coast. In fact, the Burkina Fasso units played a vital role in containing the ECOMOG advance. During this first phase of the conflict, it is estimated that Burkina Fasso troops suffered over 250 casualties. The ECOMOG, however, succeeded in occupying most of Monrovia although the NPLF continued to hold the suburbs.

The smaller James Spriggs Payne airport was now used by ECOMOG transports and helicopters in place of the international airport which was badly damaged by air strikes. The NAF committed at least three C-130H Hercules for logistical support and casualties evacuations.

On 28 November, a new cease-fire was concluded at Bamako in Mali and a precarious peace permitted the return of some refugees. However, during a meeting between the factions under the tutelage of the ECOMOG, an INPLF commando unit captured president Doe. Some days later, in front of a Western Television team, he was tortured to death by Prince Johnson.

Intermittent combat resumed between ECOMOG troops supporting the new provisional government and the NPLF and INPLF rebels. The NAF continued to employ its Alpha Jets on close support sorties. Despite air control by the ECOMOG, the NPLF continued its probing attacks, even launching operations inside Sierra Leone territory. These cross-border incursions were often supported by armed helicopters. For example, on 5 April 1991, two armed helicopters of unspecified type were reported to have attacked a barge at Bondasume and a police station some 15 miles inside Sierra Leone. Nigeria and Guinea then rushed an additional 1,000 men to Sierra Leone to protect the border of this country and several counter-attacks were launched with Alpha Jets support.

The tension remained along this border as LAF units which had obtained asylum in Sierra Leone launched attacks against NPLF troops in the area of around Cape Mount. Charles Taylor accused the ECOMOG of supporting these actions with air strikes.

In October 1991, a new cease-fire was concluded at Yamoussoukro in the Ivory Coast. During the following year, a precarious peace permitted the return to a normal life for the civilians, while the ECOMOG still maintained a force of 10,000 men to support the provisional government of president Amos Sawyer. The multinational contingent was bolstered by new artillery and armored units. It is unclear if the air contingent remains in Sierra Leone since the coup of 29 April 1992 toppled the regime of Joseph Monott. However, the new junta, led by Captain Valentin Strasser, continued to support the ECOMOG action. Many reports seems to indicate that a permanent air detachment is now deployed at Monrovia.

In October 1992, a new plan to disarm the various factions failed and the war resumed. The NPLF, allied to the INPLF, had over 11,000 troops equipped with artillery, BM 21 multiple rockets launchers, and light armored vehicles. It controlled nearly 80% of Liberian territory. The rebel offensive quickly spread to Monrovia. The ECOMOG responded by sending additional troops supported by air strikes and naval gunfires of the Nigerian Navy.

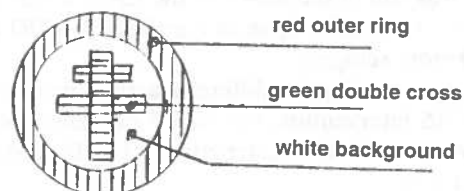
By early 1993, the rebel offensive failed and the ECOMOG still held firmly in Monrovia. A new cease-fire was concluded in July 1993 and, in September, a force of 500 men of the United Nations was deployed to supervise it. However, intermittent combat continues until today.

The author would be pleased if anyone can add any information about the air operations in Liberia, notably concerning NPLF aviation in the early part of the conflict.

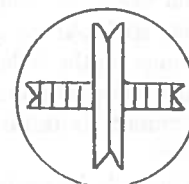
Albert Grandolini (SAFCH #1313), 45 Avenue de la Commune de Paris, 95140 Garges Les Gonesse, France.

HUNGARIAN (a) & LATVIAN INSIGNIA

See letter from Calsyn Frans on page 99



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LITTLE KNOWN AIR FORCES OF THE 1920s

Part 3: Mongolia, Yemen, and Saudi Arabia

Lennart Andersson

Mongolia

Mongolia, which was independent from 1921, became closely linked to the Soviet Union at an early stage and has been under strong Soviet influence ever since. Early in 1923 two ex-Soviet Air Force aircraft were to be handed over to the Mongolian Government (with three pilots and two observers), but it is not known if this operation was ever completed. During the Third Congress of the Mongolian People's Party, in August 1924, a decision was taken to recommend procurement of ten aircraft of different types from the Soviet Union. On 23 June 1925, it was reported from Vladivostok that ten warplanes had been ordered by Mongolia.

The first of a batch of four aircraft flew from Verkhneudinsk in the Soviet Union to Ulan Bator on 30 May 1925. It was reported to have greatly impressed the local inhabitants, who had never seen an aircraft before. The other three were probably received during the following month. One of these machines was a Junkers F 13, but this aircraft was returned to the Soviet Union in 1926 and was then put at the disposal of the Dobrolet company. The others, possibly ten in total, were almost certainly R-1 reconnaissance aircraft, but a small number of U-1 (Avro 504K) trainers has also been reported. In April 1926, a number of Russian flying instructors were observed at Ulan Bator, and, early in 1927, the Military Academy was reported to have four aircraft.

Two unspecified civil (ex-Dobrolet) aircraft were handed over to Mongolia in May 1930. (Theoretically these could have been Fokker C.IVs, R-1s, or possibly a Junkers F 13 and a W 33.) When Eurasia tried to open a route running over Mongolian territory, the Mongols reacted by shooting down Junkers W 33d EU II (c/n 2560) in July 1931. The pilot managed to make a forced landing and the aircraft, which was only slightly damaged, was seized by the Mongolian troops, transferred to Ulan Bator and probably repaired and used by the air force. In 1933, V. A. Sudets was commanded to Mongolia to supervise training of aviation personnel and formation of the first Mongolian Air Force units.

Qty	Date	Type	Notes
2	1.23		Not confirmed
1	5.25	Junkers F 13	
3	6.25	R-1	
(7)	25	R-1	
	25	U-1	Not confirmed
2	5.30		Ex-Dobrolet

Yemen

In March 1924, representatives of the Kingdom of the Yemen (Imam Yahia) had negotiated going on in Italy for two aircraft and two flying instructors. In 1926, an agreement on aviation matters was concluded and in the following summer a Yemeni aeronautical mission visited Italy.

A number of aircraft, apparently including at least one Hanriot and one SVA 10, were ordered from an Italian merchant in 1925. Three of these were landed at Hodeidah (al-Hudayda) by the Italian ship "Lomedano" in April 1926, and, in August, another Italian aircraft arrived. The Imam was not

entirely happy with his Italian aircraft, however, and soon complained that the aircraft were old and that they were unserviceable most of the time.

Two Junkers aircraft with spare parts and an extra Junkers L5 engine were acquired from Germany. They had been obtained via an Egyptian named Hassan Anis Pasha (a Mohamed El Salah El Najar was also mentioned) and were shipped from Rotterdam, on 27 July 1927, on board the steamer "Bovenkerk". They arrived at Hodeidah on 17 August.

One of the Junkers aircraft was an F 13 transport. The other was a two-seat Junkers A 35 which was assembled and flown on 20 August. Both aircraft were flown by two German pilots, H. Arntzen and Martin Hanichen, who were accompanied by two German mechanics. On 23 August, the A 35 was flown to Sanaa, but, in October of the same year, this aircraft crashed with the German pilot and mechanic. Hanichen left, in February 1929, after a number of British air attacks on Yemen.

At the beginning of 1928, 12-15 Italian personnel arrived who were to set up a flying school and train Yemenite pilots. According to both British and German diplomatic reports, the Italian aircraft delivered to Yemen were old and completely unsuited. (A comment on this from Italy would be welcome!). In February 1928, the Italians were reported to have flown their aircraft only twice and, by February 1929, six pilots had been trained in Italy instead. A year later the acquisition of two Junkers "trainers" was negotiated, but no order followed. A Breguet 19 is reported to have been used in Yemen but this has not been confirmed.

Qty	Date	Type	Notes
1	8.27	Junkers A 35b	c/n 1090, ex D-1171
1	8.27	Junkers F 13fe	c/n 2007, ex D-1173
3	.26	Italian a/c	six a/c purchased 4.26
2	4.26	Italian a/c	
1	8.26	Italian a/c	
1		Breguet 19	Not confirmed

Saudi Arabia (Hejaz and Nejd)

There were two predominant 'states' on the northern part of the Arabian peninsula; Hejaz (al-Hidjaz, Hidjaz, Hedjaz) in the west, with the capital at Mecca, and Nejd (Nadjd, Nedjd), which included the central and eastern parts of Arabia and was ruled from Riad. The Kingdom of Hejaz was declared independent in 1916 and was ruled by Sherif Hussein ibn Ali. Nejd became an independent sultanate in 1921 and was ruled by the Sultan Abdal-Aziz III ibn Saud. Since 1919, the king of Hejaz was a rival of the sultan of Nejd and, in 1924, a war broke out between the two. Ibn Saud captured Mecca and Medina in 1924-25 and Hussein was forced to abdicate, this being followed by the proclamation of the Kingdom of the Hejaz and Nejd in 1926. The title Kingdom of Saudi Arabia was formally adopted only in 1932.

On 6 August 1921, four ex-RAF aircraft acquired from the British Disposals Board in Egypt arrived on board the SS "Tantah" at Jeddah on the west coast of Arabia. Two were DH 9s and two were Armstrong Whitworth aircraft with 160-hp Beardmore engines, probably FK 8s. Ten days later, six aircraft arrived from

Italy; two Maurice Farmans with 100-hp Fiat engines and four Caudron biplanes with 120-hp Rhone engines, probably G IIIs. Allegedly, these Italian-built aircraft had originally been intended for a postal service in Abyssinia.

In March 1923, a Russian aviator reported from Jiddah that two Russian pilots and four mechanics had assembled four aircraft and that six Bedouin officers were receiving flying instruction. It is known that, some years later, the chief pilot of the Saudi Arabian air arm was a Russian refugee, M. Naidenov. The Hejazi ambassador to Rome, who was organizing the air force, had hired White Russian personnel to fly and maintain the aircraft that were based at Dharan.

On 22 November 1924, two DH 9s and a single (civil version) DH 9C arrived on board the SS "Nore" from England. It also has been reported that these aircraft were accompanied by British pilots. On 18 January 1925, the DH 9C exploded in the air (pilot: Sherikov), and, by November 1925, the DH 9s delivered in 1921 and 1924 had all been written off. Six new DH 9s were shipped out from England on the SS "R C Rickmers" arriving at Jeddah on 26 August 1925.

In the autumn of 1925, four German pilots replaced the Russians and a German pilot, named Blume, is known to have served in Hejaz. Some time around 1926, an 'abortive expedition which was equipped to assist the King of Hejaz' was sent out to Egypt from Great Britain and included the pilot J R King.

On 30 December 1929, four ex-RAF Westland Wapitis

arrived on the Darin Island in the Persian Gulf (to facilitate the protection of the aircraft and the aerodrome against Saud's enemies). They were transferred to Jeddah in September 1930, where there was a regular aerodrome with proper sheds and workshops. The four British pilots and six mechanics (seconded RAF personnel under contract), who had arrived with the aircraft, were paid off in July 1931 when the sultan could not afford to keep them. In 1932, a pilot named Kurt Krokowski served in Saudi Arabia, and, in the same year, G E Klein, an Australian, was appointed to reconstruct the air force. By the end of 1933, there were four Wapitis and five DH 9s, 11 officers, and 150 men, with Naidenov still in charge as chief pilot.

Qty	Date	Type	Notes
2	8.21	DH 9	ex-RAF, from Egypt
2	8.21	AW (FK 8)	ex-RAF, from Egypt
2	8.21	M Farman	from Italy
4	8.21	Caudron (G III)	from Italy
2	11.24	DH 9	
1	11.24	DH 9C	c/n 15 ex G-EAYU
6	11.24	DH 9	
4	12.29	Wapiti II(A)	ex-RAF, one s/n P612

Many thanks to John Harvers for detailed information on British and Italian aircraft delivered to Yemen and Saudi Arabia.

Lennart Andersson (SAFCH #68), Tiundagatan 52B, S-752 30 Uppsala, Sweden.

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SUOMEN ILMAILUHISTORIALLINEN LEHTI (The Finnish Aviation Historical Magazine). In-Scale 72 Productions, Makelankatu 5B10, 00550 Helsinki, Finland. \$25 Europe or \$30 elsewhere. Payment by International Postal Order or in cash. No cheques of any kind accepted because of high cost of redemption.

If this magazine looks familiar, it should not be a surprise. The folks who used to provide the aviation articles for IPMS-Finland's Mallari have decided to start their own magazine. Each issue consists of 16 pages printed on excellent quality, glossy pages (21 cm by 30 cm). The reproduction of the photos is excellent and the drawings are outstandingly well done. An English-language summary is included with each issue.

The first issue begins with a cover photo of a Finnish Bf-109G with roundels from the autumn of 1946. This is followed by the first in a series on FAF ground support equipment with a photo and a scale drawing of BZ-35 fuel truck. The main article is on Soviet Hurricane on the Finnish front including two maps and 2 full-page drawings of Soviet Hurricanes and one of an ex-Soviet Hurricane in Finnish markings that was used as a target tug. A photo essay features Finnish Fokker D-XXIs at Kauhava AFB in April 1946; these a/c are on skis and carry Finnish roundels as does a Fokker C.X used as a target tug. The back page features a photo and a 3-view drawing of Fokker D.XXI 'FR-140' in winter camouflage and skis during the winter of 1943.

An excellent magazine that is highly recommended for anyone wishing to continue receiving the great information on Finnish aviation that used to be found in Mallari.

One copy of each of the first two issues is available from the the SAFCH Sales Service.

AVIATION REVIEW (Cvetelin D. Ivanov, Poltava

7 ent. A ap.22, V. Tarnovo 5000, Bulgaria).

SAFCH member Cvetelin writes, "I send you five copies of the first (and last number) of my magazine "Aviation Revue". I started this magazine in December 1992, but economic conditions here are very poor and a second issue was never produced. Please use these as my payment for SAFO. If you run out, SAFO readers may write directly to me for more. The cost is \$2.00 including air mail postage." [Editor's note: This is a ridiculously low price and I suggest that a five-dollar bill would be more appropriate.]

This issue consists of 20 pages (20 cm by 29 cm) including color covers. There are two articles in this issue: "Messerschmitt Bf 109G Gustav" and "General Dynamics F-16 Fighting Falcon". The first consists of 10 pages of text in Bulgarian and includes 5 photos (one Bulgarian & one Croatian), a page of 11 side-view drawings of variants, a full-page scale multi-view drawing, and 5 color side-view drawings (one Finnish and one Bulgarian). The F-16 article includes 7 photos, 2 full pages of scale drawings, and 5 color side-view drawings (one Israeli and one Pakistani).

A very nice first effort. Too bad it could not be continued. [Editor's note: Five copies of this first issue are available from the SAFCH for \$5.00 each. The cost is a lot more than if ordered directly from Bulgaria, but the money will be used to build up Cvetelin's SAFCH account.]

I recently received the first issue of a new magazine (new at least for me), issue No. 1 September/October 1993 of **AIR PHOTOGRAPHIC INTERNATIONAL**. It is a 38-pages magazine containing only color photos (two photos each page) of military and civil aircraft with short captions. The address is: Air Photographic International, Editor Chris Knott, CK Publishing, Eastcote Road, South Harrow,

Middx. HA2 8LG England.

Issue No. 1 contained these photos: On the cover: Aeritalia G.222 Venezuelan Air Force, Airbus A310324 Air Niugini, F4D USAF, Varig 737200, P3C Orion JMSDF. "Aeroflot Polar Division": 11 photos of An2, An12, An24, An26, An74, 1114, 1118 of State Research Institute, Let410UVP, ski-equipped Li2, Mi8, most in Aeroflot's red polar colors. "La Paz, Bolivia, 3rd Nov. 1992": 4 photos of DC6 La Cumbre, T29B Frigorifico Reyes. DC3 Frigorifico Santa Rita, 727 Lloyd Aereo Boliviano. "US Marines": photos of A4, KC130F, F/A18, CH45, A6E, T2, UH1N, F4, C9B, OV10. "Varna, Bulgaria, 28th June 1993": 4 photos of Tu154 VIA, 1118 Balkan, An24 Balkan, Tu204 Eagle Air. "RAF Honington Visitors": 4 photos of RF4C Spanish Air Force, Mirage 2000N and Jaguar French Air Force, Tornado Italian Air Force. "Chinese Collection": 11 photos of Tu4 "AWACS", MiG15UTI, 1128 Chinese Air Force, An26 Chinese Air Force/China United Airlines, 1162 CAAC, Dash8 Zhejiang Airlines, Boeing 707J6C Air China, Shorts 360 China Southern, Yunshuji Y7100 China Northern, 1114 Wuhan Airlines, DHC2 Beaver. "PhotoCall": 4 photos of Harvard and Hawk RAF, DHC1 Chipmunk Royal Navy, CN235 Irish Air Corps. "Focus on Florida": 11 photos of F102 Delta Dagger USAF, F16 USAF, T28B US Navy, T39 US Navy, HH65A Dolphin US Coast Guard, Learjet Phoenix Air, FH227 Airlift, DC863 National Air Charters, 7372A3 TAN, Super Constellation Aerochago, DC7BF N1097. "HS.748 Collection": 4 photos of military HS.748 of RAAF, Satena, Brazilian Air Force and Belgian Air Force. "Belize Pair": 2 photos of BN2B Islander V3HFB and BN2B21 Defender of Belize Defence Force. I was told issue No. 3 of Air Photographic International has already been published. Martin Bach (SAFCH # 1275), TheodorStormStr. 16, D81245 Munchen, Germany.

continues their continuing commitment to high quality decals for the modeler interested in Finnish aircraft. This sheet includes Finnish "swastikas" and serial numbers for three different Finnish aircraft and German markings for two aircraft in delivery schemes (one painted yellow overall). The decals include two style Finnish swastikas; light blue over white and bark blue over grey. The serial numbers are multicolored to contract with the underlying camouflage colors (unique to Finnish a/c?). The instruction sheet includes a brief history, FS595 color equivalents, 4 nice side-view drawings and a 3-view (port, starboard, and plan views), and a drawings of an incendiary bomb container referred to as a "Molotov Bread Container".

Since I know of at least 3 kits of the Il-4; injection-molded ones from Revell Germany and Russia, and a vacuform one from Russia, these decals are timely and highly recommended.

New Zealand F4U-1D Corsair, Pacific Theatre, 1/48-scale decals; Ventura Decals V4876. Ventura Hobby Products, PO Box 10-213, Wellington, New Zealand.

"NZ5255 '55' was an F4U-1D with No. 18 Squadron/4 SU on Bougainville, July 1944. '55' had New Zealand Pacific roundels with dark blue bar borders in six positions. Note that in all six cases the bars are higher on the roundel than the mid-point and the decals sheet bar outlines are shaped to fit with this in mind." "Reference photos show this aircraft in a very faded mid war three tone U.S. Navy colour scheme. The semi gloss Sea Blue on

the wings and N.S. Sea Blue on the fuselage have faded to a light blue grey even lighter than the roundels and barely discernible from the Intermediate blue fuselage sides" These excerpts from the instruction sheet show some of the care Ventura takes in researching their decals sheets.

The decals sheet (16 cm by 8 cm) is of the highest quality with the yellow surrounds for the roundels and the dark blue surrounds for the bars printed separately to avoid registration problems. An individual insignia of a very-angry Donald Duck is in full color and is very well done. This sheet is very highly recommended to anyone inclined to model a 1/48-scale Corsair in small-air-force colors.

New Zealand F4U-1D Corsairs, Pacific Theatre, 1/72-scale decals; Ventura Decals V7271. Ventura Hobby Products, PO Box 10-213, Wellington, New Zealand.

This excellent sheet contains all the national insignia and other markings necessary to finish two RNZAF Corsairs: NZ5255 and NZ5471. The markings for '55' are the same (including the excitable Donald Duck) as described above. '471' is in the Gloss Sea Blue overall worn while it was serving with No. 2 SU in New Zealand in 1945. The 8 cm by 13 cm is every bit as good as the 1/48-scale sheet described above, but the quality of the printing is even more impressive because of the smaller size of the markings. This sheet is highly recommended to anyone building a collection of 1/72-scale small-air-force Corsairs.

Continued from page 91.

and one or more of the early Su-15s."

Evan Mayerle (SAFCH #793), 8311 Norwalk Blvd., Whittier, CA 90606-3310, USA.

"SAFO #70 is another fine issue, especially the Hungarian AF article and photos. One question and one comment: The question is what is the ROA? [Editor's note: The ROA is the 'Russian Army of Liberation' that fought with the Nazis in WWII.] The comment is on the Air Forces Insignia: Botswana and Bophuthatswana are not the same. Bophuthatswana is one of the tribal homelands included in the former Union of South Africa and is located in the northeastern part of the country. Botswana is correctly identified as the former Bechuanaland and has been a separate country since 1966. Botswana is not and never has been part of the Union of South Africa and is located just north of South Africa and east of Zimbabwe. Also for those of us who have no French background, Haute Volta is Upper Volta."

Scott Van Aken (SAFCH #755), 10108 State Route 4, Lebanon, IL 62254, USA.

"Here's a hint on using the Hobby + Plus Navigation Lights reviewed in SAFO #70. I just finished a 1/48 Hasegawa P-51D. Instead of using the kits navigation lights, I used the following trick: First paint the back of the navigation lights silver. While they are drying, fill the holes in the kit with a mixture of Testors Plastic Cement #3502 and dissolved plastic. Insert the navigation lights while the mixture is still wet. The mixture dries around the stem and it save having to drill a small hole in filler." Dennis Kuykendall (SAFCH #1046), PO Box 416, Kuna, ID 83634-0416, USA.

"I've received a photo from my Hungarian contact, Jarvo Laszlo, of a Fokker C.VD with an unusual

marking on the fuselage. (See sketch a on page 94). Jarvo says its an interim marking used during 1930-31. There are no markings visible on the wings, but the Hungarian colors are applied vertically on the tail. I haven't seen this marking before and I've ask Jarvo for more information. I wonder if any SAFO members know anything about this marking.

"I would like to make some comments about Bill Shenk insignia that appeared in SAFO #70. Bophuthatswana has nothing to do with Botswana, but was a so-called African Home Land. Botswana is an neighboring country of South Africa. For Latvia, Mr. Shenk might want to add the insignia of the Aizsargu Aviacja (National Guard). (See sketch b on page 94) This markings was shown on a VEF I-12 whose photo was published in the June 1993 issue of Le Fana de L'Aviation."

Calsyn Frans (SAFCH #854), Oude Staatsbaan 21, B-9991 Maldegem-Adegem, Belgium.

"I would like to add the following comments to the article on the Croatian AF that appear in SAFO #68:

"The Zrakoplovstvo Nezavisna Drzava Hrvatska (ZNDH), or Air Force of the Independent Croatian State, had, according to existing courses, 55 Breguet Bre.19s. One Yugoslav Bre.19B, wearing s/n 3027, was captured by Hungarian troops in April 1941 at Ujvidek (today Novi Sad). Therefore, it is probable that aircraft of this type handed over to the Croatians were serialled in the 3000 series. I have in my archives another photo depicting a Bre.19, of indeterminable subtype, with s/n 4707.

"The Croatians also received several Ju 87R-2 subtype. These were deployed as part of Luftflotte 6 beginning in August 1944, against partisans and the Soviet troops who were then approaching the frontiers.

"According to German documents, two Fokker F.VIIs were shipped in 1942, followed the next year by another two and a Fokker F.18.

Australian P-40N's & Finnish P-40M, 1/72-scale decals; Ventura Decals V7269. Ventura Hobby Products, PO Box 10-213, Wellington, New Zealand.

This 11 cm by 8 cm sheet contains all the insignia and markings to finish three RAAF and one Finnish Kittyhawks. The RAAF a/c are: GA-G with a 'Hep Cat' individual insignia (Morotai Island, 1945); BU-O with a 'angry bee' individual insignia (Noemfoor Island, November 1944), and SV-G with an individual insignia consisting of a black panther crunching on a Zero (June 1945). All a/c are Olive Drab over Neutral Grey with blue/white national roundels. BH-O has an all white tail section and white wing leading edges.

The lone Finnish P-40M, 'KH-51', is Olive Drab and Neutral Grey with yellow Eastern Front markings on fuselage and under wing tips, white spiral-painted black spinner, and under wing roundels outlined in blue. This color scheme is referenced to Aircam #6. Suomen Ilmavoimien Historia #5 has one photo of 'KH-51' in this color scheme and 4 in an earlier scheme with with an all-white spinner and yellow radiator intake. On those photos where the under wing roundel is visible there is no indication of a blue surround, although the photos are not that clear and the blue of the swastika is similar into to the color of the under surfaces of the wings. [Editor's Note: Can one of our Finnish members verify if this surround is correct?]

Another great decal sheet from Ventura that is highly recommended.

"Bucker school planes were shipped as well. In 1941, ten Bu 131 Jungmann (series 7500) and ten Bu 133 Jungmeister (series 7700) reached Croatia. The Italians apparently handed over another 34 ex-Yugoslav Bu 131s, the total of this type in ZNDH service was as high as 46 aircraft.

"The four Ikarus IK-2 fighters were serialled in the 2901 series.

"Another source states that four ex-Yugoslav Avia B-534s were in the ZNDH inventory.

"Italy delivered nine Fiat G.50bis in June 1942; these wore serials beginning with 3501. The 'definitive' drawing of the G.50bis '3505' isn't, unfortunately, the final word. The three-tower insignia (possibly Vukovar's emblem?) painted on the engine cowl is missing from this drawing. Also, according to a photo in my archives, the spinner appears to be yellow instead of white.

"Details of the Croatian Air Force and other small Central and Eastern-European air forces will be available in the enlarged and updated English-language version of my book, "Horrido", which is presently under preparation."

Denes Bernad (SAFCH #1315), 1265 Davenport Rd., Toronto, Ontario, Canada M6H 2H2.

"There is mistake on the drawings of the JMSDF S-58 that appeared on page 16 of SAFO #61: the Japanese characters should be as shown below. For the faint-at-heart, a decal sheet of Japanese characters is available from Fujimi (Sheet #3) which has various size characters in both black and white. The price is 800 Yen.

Yoshihiro Aoyama (SAFCH #551), 3022 Shimotoyoura, Azuchi, Gamou, Shiga, 521-13 Japan.

海上自衛隊

GRUPO AEREO DE TRANSPORTE ESPECIAL: PARAGUAYAN AIR FORCE

Antonio Luis Sapienza

The Grupo Aereo de Transporte Especial or GATE (Special Transport Air Group) was created on 29 November 1988. The newest Air Group in the Paraguayan Air Force, its main duties are: FAP personnel transport, light cargo transport, MEDEVAC, liaison, reconnaissance, aerial photography, and SAR. Most of its pilots, ground crew, and planes came from the Grupo Aereo de Entrenamiento y Transporte or GAET (Transport and Training Group) which was dissolved in 1988 when the FAP was reorganized into groups according to their functions. The GATE began operations on 3 December 1988 when a Cessna U206 (c/n O212) took off from Nu-Guazu Air Force Base for a reconnaissance flight over the city of Mbocayaty with 1st. Lt. PAM Jorge Nunes as the pilot and 1st. Lt. PAM Merardo Ramirez as the co-pilot.

From 1988 to 1989, the GATE was located in Hanger No. 7 on the Nu-Guazu AFB, sharing floor space with the FAP Maintenance Unit, the Grupo Aereo de Mantenimiento (GAM). On 23 June 1989, GATE was transferred to Asuncion International Airport, sharing the hangars with the civil Air Taxi Lineas Aereas de Transporte Nacional (LATN). GATE returned to Nu-Guazu AFB in December 1991, but this time in its own hangar (No. 5) where it still resides.

The present fleet consists of: one Embraer EMB-720D Minuano, c/n 720152 s/n FAP0203; one Embraer EMB-721C Sartanejo, c/n 721119 s/n FAP0204; one Beechcraft Debonair 33, c/n CD-43 s/n FAP0205; one Cessna T337 Skymaster, c/n 337-01656 s/n FAP0206; one Cessna 185, c/n 185-0801 s/n FAP0208; 3 Cessna U206, c/n U206G-05365 s/n FAP0210, c/n U206C-05497 s/n FAP0212, and c/n U206G-06175 s/n FAP0216; one Piper PA-32 Lance, c/n 32R-7880027 s/n FAP0214; one Beech A.36 Bonanza, c/n E-911 s/n FAP0215; 2 Cessna 210, c/n 210-69780 s/n FAP0218 and c/n 210N-64346 s/n FAP0219; one Piper PA-23-160 Apache, c/n 23-1916 s/n FAP0220; 2 Cessna 402, c/n 402B-1360 s/n FAP0221 and c/n unknown s/n FAP0222; and one Embraer EMB-810C Seneca III, c/n 810095 s/n FAP0223.

Between 1988 to 1993, the GATE fleet completed a total of 1,286 flight hours of operations.

The GATE personnel and planes have also been cooperating with the DINAR (The Paraguayan DEA) to locate and destroy drug plantations in the countryside. This cooperation

will continue until the American Government provides the necessary flight equipment to DINAR, especially UH-1H helicopters.

Color Schemes

All GATE planes are painted in overall gloss white (Humbrol 22 FS17875) with a gloss red (Humbrol 19) stripe along the fuselage. Paraguayan flags are painted on the rudder with a yellow star on the white stripe. The Paraguayan roundel is carried on the left wing (above) and on the right wing (below). Serial, in black square-style numbers, are applied on the left wing (below) and on the right wing (above) as well as on the vertical stabilizer.

Photographs

(All photos taken by the author at Nu-Guazu AFB, except a. Colors are as described above.)

- a. Cessna T337 Skymaster, s/n 0206. Asuncion International Airport. Oct. '91.
- b. Embraer EMB-810 Seneca III, s/n 0223. Nov. '93.
- c. Cessna 210, s/n 0218. Nov. '92.
- d. Embraer EMB-720D Minuano, s/n 0203. Nov. '93.
- e. Cessna U206, s/n 0212. May '93.
- f. Cessna 185, s/n 0308. Nov. '93.
- g. Piper PA-23 Apache, s/n 0220. Nov. '93.
- h. Piper PA-32 Lance, s/n 0214. Nov. '93.
- i. Beech Debonair 33, c/n 0205. Nov. '93.
- j. Cessna 402, s/n 0221. Dec. '93.
- k. GATE insignia. The center is dominated by a strange, dark grey bird, a mixture of a lion and an eagle. This bird is holding a map of Paraguay (in orange). The background is white with a Paraguayan flag. Titles are in black over yellow.

Acknowledgements

The author would like to thank all the GATE pilots and ground crew for the information provided and for the permission to take pictures of their planes. Special thanks are given to Capt. PAM Liduvino Vielman, a devoted friend, who opened the doors of the GATE for this author.

Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo No. 2721, Asuncion, Paraguay.

SMALL AIR FORCES OF THE WORLD, compiled by Chris Thornburg, Mailer #41, PO Box 10005 CK, Saipan, MP 96950, USA.

Chris started this project way back in SAFCH #7 and various parts have been published occasionally in SAFO over the intervening years. This "labor of love" is now nearing completion and the results should be available for distribution before the end of 1994. Chris has sent me a copy of the nearly-complete book which consists of around 500 pages filling a 2-inch, loose-leaf binder. One-hundred and ninety-one countries are covered from Afghanistan to Zimbabwe. Each country is covered with list of all military a/c with numbers obtained, dates of service, etc. Also included is a map locating the principle military air fields and a chart delineating dates of operations of indigenous aircraft manufacturers.

Chris intends this book to be a "living document"

with updates and additions sent to those who have purchased the book. The page numbering begins anew with each country so pages can be added at the end of each chapter as more information becomes available. He also intends to provide, at a later date, an index broken down by type of a/c. This way, anyone researching a particular a/c type will be able to see what small air forces used it.

In another innovated idea, Chris invites anyone with specific knowledge about a given country to contribute information for these updates. He suggests pages on such topics as insignia, order of battle, squadrons, uniforms, campaigns, museums, etc. Anyone interested in contributing, should contact Chris to discuss standardization of formats. Of a more immediate importance, Chris would like suggestions for a more sexy title and help in designing the graphics for the cover.

Chris anticipates that this book will cost about

\$35.00. Anyone interested in learning more about this book including when it will be available, how to help with the updates, etc. should contact Chris at the address above.

[Editor's Note: Chris' persistence in bring this humongous job to fruition emboldens me to suggest a dream of mine. Is it feasible to produce a set of small-air-force trading cards? Each card would consist of a color drawings of the aircraft on one side and a short history of the aircraft on the other side. I don't know anything about the cost of printing trading cards, but I'm sure that there are not enough small-air-force enthusiasts out there to make this financially possible. However, if these cards could be sold to trading-card collectors, it may just be possible to make it work. What I need is to talk to someone in the trading-card business who knows how to get things started. Anyone out there interested?]



a



b



c



d



e



f



g



h



i



j



**GRUPO AEREO DE TRANSPORTE ESPECIAL
PARAGUAYAN AIR FORCE**